Loooops & Lies

Newsletter of The River Valley Flyers

Club #948

February 2020

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Vice President/Secretary	Don Ryszka
Treasurer	Bob O'Connor
Safety Officer	Larry Chamberlin
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From the President: As we are heading into the mid-winter season, I hope everyone has some new project that they are working on for the upcoming 2020 flying season. With all the new designs and technologies out on the market these days, there are plenty of kits or models to choose from when choosing a new project. At the current time, my shop is quite full of aircraft that I still enjoy flying, and is getting more filled every year. That doesn't mean that I still don't find it interesting to look at some of the newer kits and technologies that are available. The thing that can be hard to understand sometimes is how the electronics work, and what effect they have on the aircraft when set up correctly or incorrectly. It is interesting enough stuff though, but there sure seems to be a lot of information to take in and understand sometimes.

Indoor flying is still happening on Friday evenings through April 3rd. We aren't flying every week, so please see the schedule in this newsletter. Interest in this event has diminished some over the years, but attendance has been good on some of the weeks also. Come and join us at this Friday night event, even if you don't plan on flying. It is always a great time to attend even if you just like to talk shop.

With 2020 here and spring just a short few months away, we need to look ahead to what we want and need to accomplish this season. Do we want to have any group flying events set up, like perhaps a club picnic type event or at least a club night like in past years? These types of events keep our club active.

In the spring of 2019, we narrowed up the runways at the flying field a bit to cut back on the field maintenance. At that time, we also removed some of the old spools that were in need of replacement anyway and repaired the pilot stations. Some of the pilot tables are in need of repair as the weather has taken a toll on them, perhaps we need to look at that early on this spring. These are some of the topics that we should cover at the meetings in the next few months.

My hope is that 2020 will be the year that we get in the most aeromodelling that we can, and that we all can learn together as a club and make great advancements forward in this hobby and have fun doing it.

That is all I have this month; just remember we are having a monthly meeting on February 5th. Hope to see you then.

Don

Remaining Indoor Flying 2019-2020

Indoor flying continues, and the wind and weather will be the same each week.
Here is the Indoor Flying schedule for the remainder for the 2019-2020 season.

February. 7, 21, 28, 2020
March. 13, 20, 2020
April 3, 2020

It will again be at the East Jr. High School field house in Wisconsin Rapids from 7PM-10:30PM. Same as last year.

Roger Denne'e

A Bit from Our Safety Officer

Hi Guys,

I'm still in Florida enjoying the weather and feeling sorry for all of you in snow country! However, I still feel the need to keep you on your toes and practice model airplane safety whenever you fly so listen up for a bit, actually you will be reading but you get the idea. The following is an excerpt from the Federal Register and is included as a reminder of the required display of your FAA issued registration number on an outside surface of the flying machine. I am sure all of us have complied with this requirement but please review the information just to be sure. A question and answer session follow the article.

The Federal Aviation Administration (FAA) has posted a rule in the Federal Register requiring small drone owners to display the FAA-issued registration number on an outside surface of the aircraft. Owners and operators may no longer place or write registration numbers in an interior compartment. The rule is effective on February 25. The markings must be in place for any flight after that date.

When the FAA first required registration of small drones in 2015, the agency mandated that the registration marking be readily accessible and maintained in readable condition. The rule granted some flexibility by permitting the marking to be placed in an enclosed compartment, such as a battery case, if it could be accessed without the use of tools.

Subsequently, law enforcement officials and the FAA's interagency security partners have expressed concerns about the risk a concealed explosive device might pose to first responders upon opening a compartment to find a drone's registration

number. The FAA believes this action will enhance safety and security by allowing a person to view the unique identifier directly without handling the drone.

This interim final rule does not change the original acceptable methods of external marking, nor does it specify a particular external surface on which the registration number must be placed. The requirement is that it can be seen upon visual inspection of the aircraft's exterior.

The FAA has issued this requirement as an Interim Final Rule—a rule that takes effect while also inviting public comment. The FAA issues interim final rules when delaying implementation of the rule would be impractical, unnecessary, or contrary to the public interest. In this case, the agency has determined the importance of mitigating the risk to first responders outweighs the minimal inconvenience this change may impose on small drone owners, and justifies implementation without a prior public comment period.

The FAA will consider comments from the public on this Interim Final Rule, and will then review any submissions to determine if the provisions of the ultimate Final Rule should be changed. The 30-day comment period will end on March 15, 2019. To submit comments, go to http://www.regulations.gov and search for "RIN 2120-AL32."

As Transportation Secretary Elaine Chao promised last month, today the FAA also posted proposed new rules to let drones fly routinely at night and over people, and to further integrate them safely into the nation's airspace. The comment period for these proposals begins tomorrow and will end April 15.

Q: How does UAS registration affect my membership?
A: AMA club or member benefits are not contingent on UAS registration. We encourage all members to follow Federal regulations, but we are not policing UAS registration.
Q: Do I have to register every aircraft?
A: You only need to register your name, physical address, and email address once. You will receive a single FAA registration number which is to be placed on the outside of all of your aircraft along with your AMA number.
Q: Do only drones and multirotor operators need to register?
A: Anyone who flies a model that can freely navigate in the air and uses a remote-control device (e.g. RC transmitter) is required to register. This includes drones, traditional fixed wing model aircraft, model helicopters, and other remote-controlled model aircraft. If you exclusively fly models under a half pound (250 grams or .55 pounds), indoors, control line, or free flight models – you do not need to register.
Q: Do I need to list both my AMA number and my federal registration number on my aircraft?
A: Yes, you need to list both your AMA number and Federal registration number on your aircraft
Q: Should clubs, contest directors, or event leaders require all pilots be registered?
A: No, we are not asking our clubs or contest directors to police UAS Registration. That decision is up to each individual club and event leader.
Q: I only fly CL, FF, or indoors – do I need to register?
A: No. If you exclusively fly indoors, FF, or CL you do not need to register.
Q: Does my large model aircraft require an N number?
A: AMA representatives, including AMA's

legal counsel, met with the FAA on January 15, 2016, and this was one of the many questions that were raised. The FAA representatives confirmed that AMA members, operating models under the Large Model Airplane Program, should not have to apply for an N number.

Q: I am an Affiliate Member, do not live in the US, or I am not a US Citizen. How do I register?

A: Everyone, including foreign nationals and tourists, who operate a UAS for hobby or recreational purposes outdoors in the U.S. must use the FAA's online registration system. These non-U.S. citizens or non-permanent U.S. residents will receive the same registration certificate as U.S. Citizens or permanent U.S. residents. However, this certificate will function as a "recognition of ownership" document. This document is required by the Department of Transportation for foreign nationals to operate legally in the US.

Visiting pilots can only use a computer with a United States IP address to register. When arriving in the states, pilots can register using a US computer at a hotel, guest home, or even at AMA HQ. For assistance you can call 877 396 4636 or email FAAHotline@faa.gov.

Page last modified: February 13, 2019 1:39:52 PM EST

Thanks for listening guys,
See you at the field eventually,
Fly Safe,
Larry
Safety Officer
RVFRC

Mastering Straight Lines & Course Adjustments

Written by Dave Scott

INTRODUCTION: When most people learn to drive a car, they work hard at keeping the car going straight. This is mostly because of holding in the steering wheel corrections too long and trying to "steer" the car straight.

After a while, we're able to keep the car straight with little effort because we start appreciating that most deviations can be corrected with a simple little nudge upon the wheel, and we're confident that if one nudge doesn't do the job, we can always apply another. Thus, applying small nudges to the steering wheel produces straighter lines and reduces the number of corrections we have to make.

Small, brief (not held in) bumps of aileron or rudder have precisely the same effect, helping us fly straighter lines, as well as making small course changes without overcontrolling.

Bump Applications: Proficient pilots use small bumps of aileron to keep the wings level to maintain straight lines. Bumps are also used to bank the wings slightly and cause an airplane to drift to the left or to the right (Figure 1).

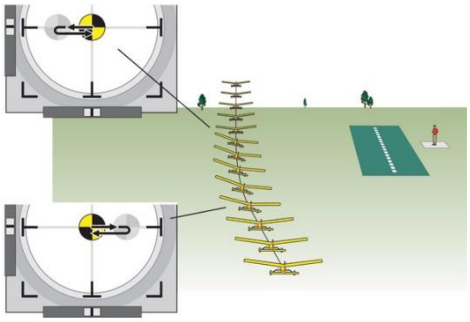

FIGURE 1: Straight lines are maintained using small (brief) aileron bumps to keep the wings level. Small course changes are made using a small bump of aileron (in and out) to bank the wings slightly.

As long as the bumps are not too large or held in, the airplane won't lose altitude after a bump, so there is no need for elevator when making small course changes.
(Note: If the airplane features a symmetrical airfoil wing, the course change after an aileron bump will tend to be more gradual. To affect a more deliberate course change with a symmetrical wing airplane, the pilot must also pull a little up-elevator, and perform a mini procedure turn [Figure 2].)

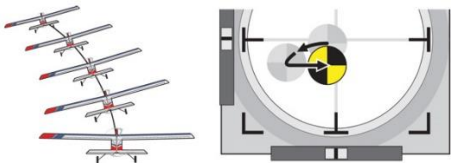

FIGURE 2: Small course changes with symmetrical wing airplanes entail briefly bumping the aileron (in and out) to bank the wings slightly, then holding in a small amount of up-elevator to effect a gentle turn.

Because the bump is small, it must be applied and returned to neutral smoothly to give the airplane time to respond. Quickly jabbing the aileron will likely produce little or no response. Keep in mind that the slight wing bank and gradual course change after a smooth, small bump may not be immediately obvious. You must pause for a few moments after each bump to be certain whether another bump is needed.
Often, a single bump is enough. Remember, overcontrolling is usually not caused by aggressive inputs at first, but is the result of holding an input in too long, and occurs most often when pilots hold in their inputs waiting to see an obvious reaction of the airplane. As a rule, it's better to make two separate bumps, rather than holding in the aileron.
Bumping the rudder on airplanes without ailerons works as well; however, rudder bumps must be applied smoothly to have the desired effect. The bump technique works great for gradual course changes up to 20° to 30°. A larger course change requires a deliberate turn involving aileron and elevator.
As pilots (like drivers) become more relaxed, they start noticing deviations from the intended path the moment they occur, and the corresponding bumps become so small that anyone watching won't be able to tell that corrections are being made. That's one of the main reasons why good pilots make flying look so easy.

Flying Better Straight Lines and a Parallel Foundation: If you have ever watched proficient pilots fly (you can tell by their ability to perform one maneuver after another), you may have noticed the absence of visible corrections between their maneuvers—often referred to as "being smooth." The primary reason for their smooth flying is that they possess a solid foundation of flying consistent lines parallel with the runway.
Establishing a parallel foundation starts with picturing where you want the airplane to be when it passes in front of you, otherwise known as "Show Center." Then, project that distance out to your left and right parallel with the runway and pick some ground reference targets on the horizon to use as parallel turnaround points (Figure 3). Guiding your airplane toward these points will improve your consistency in the air.

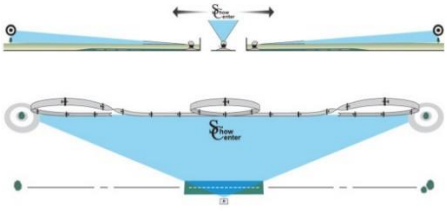

FIGURE 3: To improve your consistency and ease of flying, picture where you want the airplane to be when it passes in front of you, then project that distance to your left and right parallel with the runway and pick some ground references to use as parallel turnaround points.

Crosswind Positioning Basics and Objects as a Whole: As a rule, an airplane will fly in a straight line whenever the wings are level. When a crosswind exists, the airplane will crab (point) into the wind a bit, but as long as the wings remain level it will continue to track straight.

From the ground, the position of the wings can be difficult to judge. Rather than relying on the positions of the wing or fuselage, proficient pilots concentrate on where the airplane is traveling (Figure 4a and 4b).

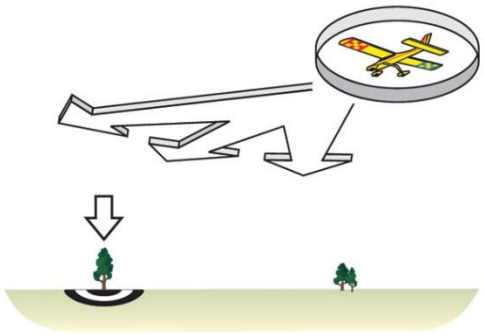

FIGURE 4A

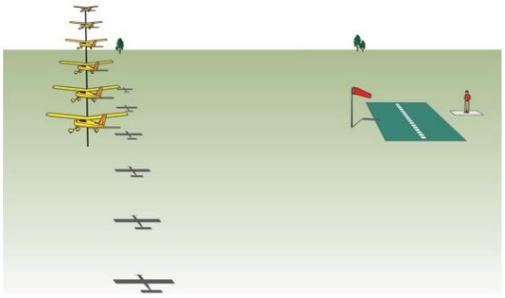

FIGURE 4B: An airplane will fly in a straight line when the wings are level. Flying in a crosswind causes the fuselage to crab into the wind, yet as long as the wings remain level, the airplane as a whole will continue to fly in a straight line. Pilots need to pay attention to where the airplane is traveling as a whole, not where it is pointing.

It is easy to see deviations when guiding the airplane as a whole toward a distinct target on the horizon. It's trickier on the return path to Show Center. Early detection of deviations from parallel, after turning around, is accomplished with an eye on where the airplane is traveling relative to you.

Ask yourself, "Is it drifting away from me?" (Bump it in.) "Is it drifting toward me?" (Bump it out.) When neither a deviation in or away from you is detected, the airplane will be tracking parallel with the runway (Figure 5).

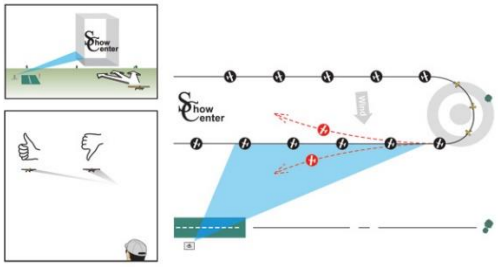

FIGURE 5: When the airplane is neither veering in nor away from you approaching show center, it will be flying mostly parallel with the runway.

While wind is often blamed for deviations, it mainly exaggerates deviations and mistakes that pilots can otherwise get away with in calmer conditions. For example, when a crosswind exists, amateur pilots often make the mistake of completing their turns when the airplane points where he or she wants it to go, then inputting a crab into the wind after detecting wind drift.

The correct method is to finish turns a bit early or late so that the required crab angle into the wind is already in place. That way, the airplane never gets blown in the first place (Figure 6). How early or late this happens depends on the strength of the crosswind.

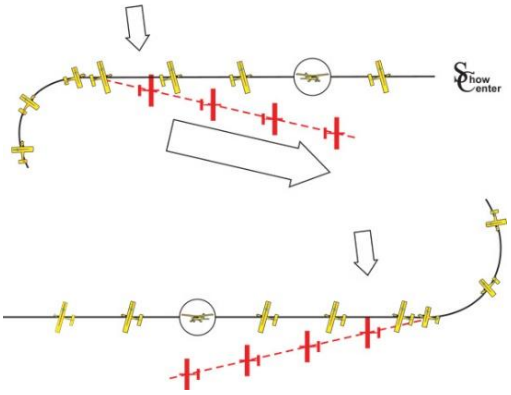

FIGURE 6: When turning into a crosswind, exit the turn a bit early to establish the necessary crab angle and prevent getting blown, or overshoot the turn slightly when turning with the wind.

A note to beginners regarding left/right confusion when the airplane is approaching show center: Consider the fact that a person driving a car doesn't have to think about whether to apply a left or right input. Because the driver is facing in the direction that the car is traveling, all he or she has to do is move the steering wheel in the direction he or she wants the car to go.

Rotating your body to face in the general direction the airplane is traveling, and thinking in terms of bumping the control stick in the direction that you want the airplane to go, helps reduce left/right confusion when learning to fly (Figure 7).

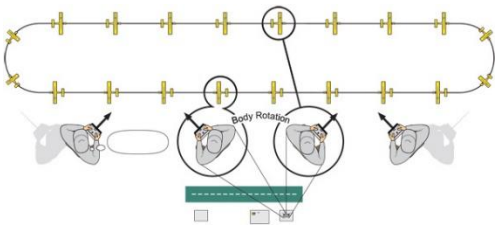

FIGURE 7: To reduce left/right confusion, face in the general direction that the airplane is traveling so your left and right match that of the airplane.

Note that body rotation will naturally start disappearing within a few days as you shift from thinking about your own orientation to thinking about guiding the airplane as if you were in it.

Conclusion: Most RC pilots continue to fly using the techniques they learned early on, including the habit of making constant corrections. Most pilots make three to four times more control inputs than what's necessary when the airplane is flown correctly, but they are simply too busy making corrections to realize it.

Not only does learning to bump one at a time improve consistency and reduce overcontrolling, it significantly improves landing because of the importance of making small inputs when low to the ground. Happy landings!

River Valley Flyers February Monthly Meeting Notice:

When: The February Monthly Meeting will be held this month on <u>Wednesday February 5th</u> at 6:30 P.M.

At Hardees at 1821 Eighth Street in Wisconsin Rapids

ALSO NOTE!!!!!

We will not have a January or March 2020 monthly meeting.

We will have a February meeting and resume the normal monthly schedule in April.

Wausau RC Sportsmen

Free Winter Fun Fly
All Clubs Welcome

February 15, 2020
10:00 AM to 2 PM
Sunnyvale R/C Park
Wausau, WI
Weather Permitting

Chili, hot dogs, sodas, hot chocolate and coffee will be provided free of charge. Enclosed & Heated Shelter Please come join us to Celebrate Fun, Flying and Fellowship of 2020!

Sunnyvale R/C Park's entrance is located at the entrance to Marathon County's Sunnyvale Park complex. It is located just south of State Hwy 29 at the corner of Packer Drive and South 72nd Ave.

Shawano R/C Flying Club

***** 35th Annual *****
Swap Meet and Auction
February 16, 2020
AMA Chapter Club #893
Doors Open 7:30 AM
Swap and Auction 8:00 AM to 12:30
Admission - $5.00 12 (and under free
Major Raffle Prize 32" Flat Screen TV
Multiple Visa Gift Cards
Raffle Prizes
Lunch-Coffee-Pop-Hot Sandwiches
Tables Available-No Charge

Located at Shawano Civic Center 225 S. Main St. Shawano Directions to Civic Center. From Hwy 29, take Hwy. 22 North to Downtown Shawano, Turn left at the light on Division Street, than left on Washington Street. To parking lot behind Civic Center.
For Information: John Gooding - Club President
jgooding@charter.net
Blair Johnson - Secretary
bjohn2469@hotmail.com
Jim Vanderwalker - Treasurer
jimmyr2@charter.net
Bob May - Vice President & Safety

No Sales before 8AM Please

River Valley Flyers Model Aircraft Club

2020 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 1st 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 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.... $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** (Only Cash or Check Accepted)

Name: _____

Address: _____

City: _____ Zip: _____

Phone: _____ E-Mail_____

AMA#_____ Membership Category: _____

Dues Enclosed: _____ (Cash or Check Only)