

Newsletter of The River Valley Flyers

Club #948

February 2021

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From the President: January is almost behind us, and we are slowly heading toward some warmer days to come as we approach spring. The short winter days are just a little longer now, and so far, the winter has been a fairly mild and uneventful one.



Perhaps with a little luck, this will continue until the spring season officially begins this year. Other than being confined to home more than usual this winter, it has been good year so far. I hope you are having a good year too. I take it that everyone is staying safe at home this winter, and I am hopeful that things will be improving soon.

Although I said I would, I have not been out doing much flying in the past month. I did get in some flights outdoors in the early part of January this year, which is something different for me.

I forgot how bad the visibility can get on a midwinter's day in Central Wisconsin, and how the lack of daylight can decrease your chances of knowing what attitude your aircraft is in when flying too far away.

Another issue with cold weather flying is frozen fingers on the transmitter after a few short minutes of flight. That problem seems to happen whenever the temps dip below forty degrees at any time of the year for me, and thicker gloves just make my fingers unable to feel comfortable on the transmitter sticks. I think I'll wait for some warmer days before I do go out and try again this winter.

The FAA's new ruling on Remote ID is now official, but it appears to make some exceptions for our hobby, as long as we operate at an FAA recognized identification area, or FRIA. I'm not quite sure yet, but it appears all AMA chartered flying sites will be included in the FRIA designation, including our RVF flying site.

Getting the site registered as a designated FRIA will begin in September of 2022, and will become effective in September of 2023. What that will mean is that anyone flying from a FRIA site will not need to have separate Remote ID on board the model aircraft if flown from in that area only.

If you fly that aircraft anywhere that is not within the FRIA designation, you will need to use a Remote ID in the aircraft of some type, either built in to the radio system or a separate broadcast module. This is still about thirty months out, and I don't think a lot of radio manufacturers will begin production on the Remote ID systems for about another year.

This does clear up some misconceptions about how this will affect us and our hobby, and it is nice to know we will not need a lot of expensive upgrades just to keep flying, as long as we stay flying at the FRIA approved flying site. See the article in this newsletter with some info sent from one of our members taken from the Horizon Hobby website.

If you haven't already done so, please get your 2021 club membership up to date as soon as possible. We'd love to have you join us again in 2021 and beyond, and are looking forward to seeing you again in the spring.

Please be aware that the dues have increased slightly for 2021, and please make sure your AMA membership is current for the year.

That is all I have this month; I hope you can join us for our monthly meeting via Google Meet on February 3rd. After a short meeting on this year's club matters, we can have some show and tell or general discussion about our latest projects.

These online meetings are quite informal, and I hope you are able join in. If you would like some help getting familiar with how to join in with Google Meet, contact me.

Watch for your invite in your email.

Don

Eagle Tree Announcement

After nearly 18 years of having fun with fellow pilots, Eagle Tree will be closing. We will continue to take orders via our web shop (for in-stock items) through September 30, 2020. Warranty service will continue through October 31, 2020.



For warranty service or other inquiries, please open a web ticket with us at <http://ticket.eagletreesystems.com/> or email us at support@eagletreesystems.com

We'd like to thank our many friends and customers who have supported us over the years. Be safe and stay well.

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? Stay tuned for email updates!

Website: www.RiverValleyFlyers.org

Add Flaps to your Foam Warbird

[Model Airplane News](#)

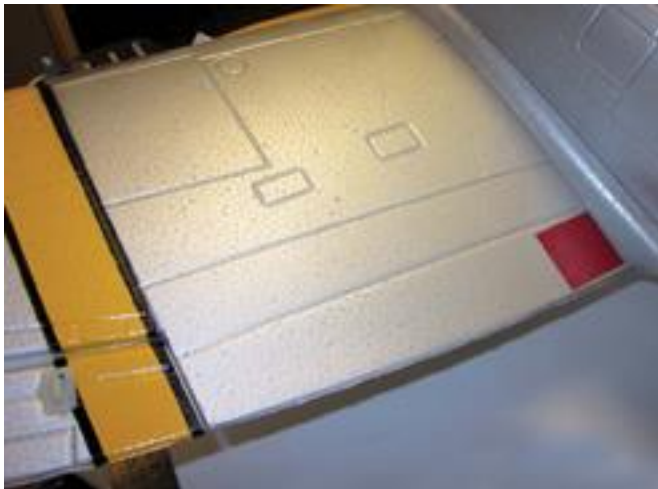


Kick your foam warbird up a notch by adding flaps! The techniques shown here upgrade a P-47 Thunderbolt that has optional functional flaps (an upgrade available on many small electrics). The flap outlines are already molded into the wing so it's easy to figure out where the flaps belong. Here's how to install them:

YOU'LL NEED:

The first thing to do is to collect the required gear and materials.

- **Two micro servos**
- **\$5 worth of hardware to make the pushrod linkages, clevises and control horns**
- **Razor saw**
- **Sandpaper**
- **Foam-safe silver paint**
- **Foam doubled-sided tape (I use installation tape from the local hardware store)**
- **Y-harness (to connect your dual flap servos to the receiver)**



BEFORE



AFTER Installing functional flaps are easier than you think and they'll give you improved flight performance.



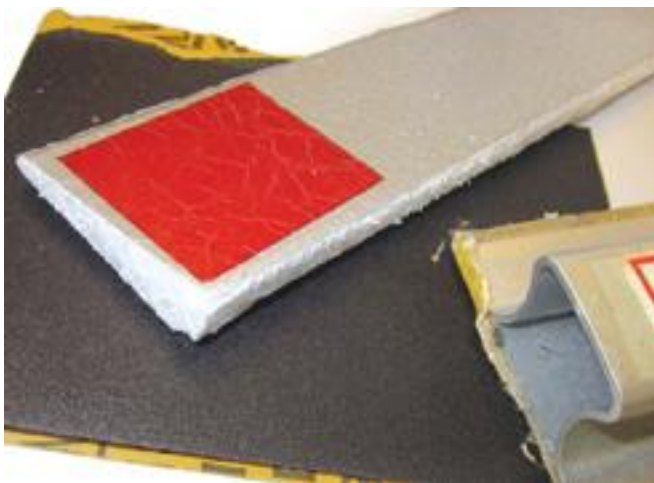
Below: You don't need much to install working flaps—just basic hardware and tools!



1 Start by using a straightedge and lightly cut into the flap hinge line on top of the wing. Make a second cut along the hinge line under the wing. Don't try to cut the flap in one pass. Two shallow cuts that meet in the middle produce a clearer job.



2 To cut the root end of the flap free of the wing, use a fine-tooth razor saw or hacksaw blade. Make the cut vertical and square to the end of the flap.



3 Use fine sandpaper and sand the cut edges and end of the flap so it is smooth and straight. Remove any "fuzz" left so when it is painted it will look clean and smooth.



4 Cut the base off a suitable control horn and then cut a slot into the bottom of the flap. Slide the horn in place and use foam-safe CA to glue it into place. I used Bob Smith Industries CA and glue

accelerator. Use it sparingly—just a mist is enough.



5 Use a fine-tip pen and mark the locations of three hinges.

To install the Robart Hinge Points, use a sharpened length of brass tubing to cut/drill the hinge pockets in the foam.

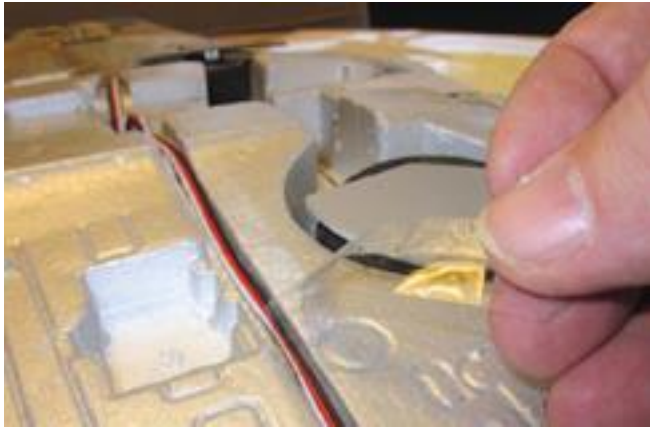
6 Twist and push gently with the tube about 45 degrees to the wing. Place your finger on the opposite side of the wing so you can feel the tube getting close to the outer surface. Try not to push all the

way through or you'll have to use some filler to fill the opening.

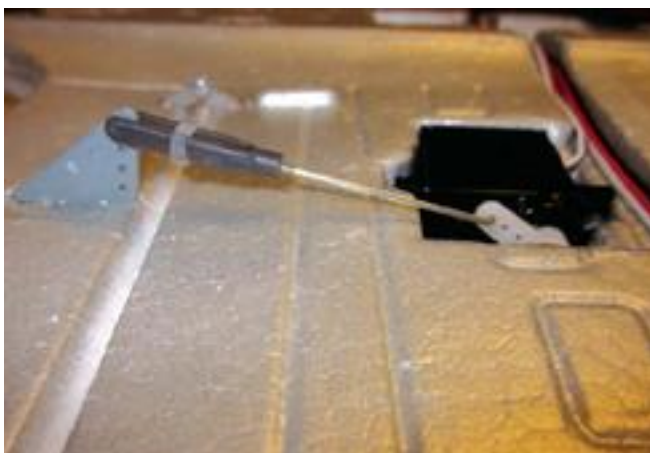


7 In this photo, the three Robert Hinge Point hinges have been glued into place. With the hinge pins below the wing (offset hinging), the flap moves down and back from the wing. I used 15-minute epoxy so there is time to align

the hinge pins. This allows the flap to move without binding.



8 The wing comes with clear tape that covers the aileron servo leads. Remove some of the tape so you can place the flap servo lead in the same channel.



9 To install the servo, clean the servo pocket in the wing with some rubbing alcohol and use a piece of doubled-sided foam tape. For the pushrod and clevis linkage, keep it simple and use a Z-

bend to attach it to the servo arm. This photo shows the servo with flap in the up position.



10 Here is the flap in the down position. You'll have to experiment a little to get the position of the servo arm and the hole/linkage placement right for the radio you are using. A programmable radio comes in handy here so you

can precisely adjust the travel and endpoints for your flap servos.



11 After the installation is done, lightly spray silver foam-safe paint to cover the tape and the exposed foam edges of the flaps. A little paint on the servo won't hurt anything and will help it blend

in.



12 Here's the finished wing with the flap in the down position. As you can see with the radio's flap control knob, it is dialed in for full down. A twist of the knob brings the flap in the up position for

normal flying. This modification takes just a couple hours and it is easy to do on any type of foam warbird you might have in your RC hangar. Give it a try—you'll love how much better your airplane performs! Reprinted with permission...Model Airplane News

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SAFETY REPORT

Hi Guys,

So, how many of you guys are aware of February being American Heart Month? On the first Friday of February, the nation comes together to raise awareness about cardiovascular disease and save lives with **National Wear Red Day**.

Below are the warning signs and symptoms of heart attack and stroke, according to the American Heart Association:

NOTE: *Heart attack and stroke are life-or-death emergencies — every second counts. If you think you or someone you're with has any symptoms of heart attack or stroke, call 911 immediately.*

I thought it being a timely fashion to remind everyone, as we are shoveling snow now, of the symptoms of a heart attack or a impending heart attack.

HEART ATTACK

1. Uncomfortable pressure, squeezing, fullness or pain in the center of your chest. It lasts more than a few minutes or goes away and comes back.
2. Pain or discomfort in one or both arms, the back, neck, jaw or stomach.
3. Shortness of breath with or without chest discomfort.
4. Other signs such as breaking out in a cold sweat, nausea or lightheadedness.
5. As with men, women's most common heart attack symptom is chest pain or discomfort.

6. But women are somewhat more likely than men to experience some of the other common symptoms, particularly shortness of breath, nausea/vomiting and back or jaw pain.

STROKE

1. Sudden numbness or weakness of the face, arm or leg, especially on one side of the body.
2. Sudden confusion, trouble speaking or understanding.
3. Sudden trouble seeing or blurred vision in one or both eyes.
4. Sudden trouble walking, dizziness, loss of balance or coordination.
5. Sudden severe headache with no known cause.

The point of this should be pretty obvious by now so if you or someone near you has any of the symptoms listed above, please get to a health care facility now. All the more reasoning behind my asking you to not fly alone at the field. I know, I know, we all do that every once 'n a while but please keep it to a minimum and be especially careful with spinning propellers.

Wear red on Friday February 5th and join in on the meeting on Wednesday February 3rd if you can. Fly safe and have fun,

Larry Chamberlin

RVFRC Safety Officer



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

Balsa Model Wing Repair Videos

Part 1:

<https://youtu.be/r8pzPGBBu4U?list=PLEhO330DYnDlvRyD0dJAOGIOBgg0E2IxB>

Part 2:

https://youtu.be/z6_zO8cKf2c?list=PLEhO330DYnDlvRyD0dJAOGIOBgg0E2IxB

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Pictures from the 2015 funfly!



Remote ID is Coming to our Hobby

Remote ID is coming to our hobby and will become effective in 2023. Here is a short post from Horizons website, posted 1/12/21 from the radio manufacturers point of view:

The FAA Remote Identification ruling is now finalized. What does it mean for the RC hobby?

Ten months after the Notice of Proposed Rulemaking and over 53,000 comments from the public, the FAA delivered a final rule on remote identification (RID) for unmanned aircraft on December 28, 2020. The good news is that many of the public's comments were considered by the FAA and the final ruling is more favorable to the RC hobby than the original proposal. It's also vital to understand if you are flying inside an FAA-recognized identification area or flying a model under .55 pounds, you are exempt from having to transmit RID. While these rules do not affect hobbyists and manufacturers for some time, we wanted to help you better understand what these rules mean for our hobby and how we are making strides to make this transition as easy as possible for our customers.

Simply put, this rule requires most unmanned aircraft (RC airplanes, helicopters, and drones) in US airspace to have RID capability of some kind. RID provides information about the aircraft in flight, such as location, altitude, and unique identity, and the location of the controller or take-off location. It allows authorized public safety organizations the ability to identify the aircraft owner as needed.

How can you comply when the rule officially goes into effect?

There are three ways pilots can meet the RID requirements:

1. Operate a standard RID unmanned aircraft. This broadcasts identification and location information about the aircraft itself and the control station. This type of aircraft is produced with built-in RID broadcast capability following the RID requirements.
2. Operate an unmanned aircraft with a RID broadcast module. This type of compliance requires a module that broadcasts identification and location about the aircraft and its take-off location following the RID requirements. This can be added to an aircraft to retrofit it with RID capability. Complying this way requires the aircraft's operation within the pilot's line-of-sight at all times during the flight.
3. Operate without RID. If you choose not to operate with either a broadcast module or do not have an aircraft with standard RID built-in, you can only fly at what the FAA calls "FAA-recognized identification areas" or FRIAs. Community-based organizations or educational institutions sponsor these areas. Nearly all current AMA model flying fields/clubs will become FRIAs. Here, RC aircraft can operate without broadcasting RID message elements.

When do I need to start complying?

As an operator, you will need to begin complying 30 months after the rule's effective date, which is approximately September 2023. As a manufacturer, Horizon Hobby and others will need to start complying by including RID into products a little sooner, approximately September 2022. Additionally, applications for FRIAs can be submitted starting approximately September 2022.

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)