

Newsletter of The River Valley Flyers

Club #948

June 2018

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From the President and Editor: June is here and it is time to get out and start enjoying the summer. With the late start we had this spring after a cold month of April, the month of May was certainly quite warm. Who knows what the rest of the summer will bring.

Our annual Brat Fry was held this year on Saturday, May 26th. I wish to thank all the club members that helped make the event happen, as well as those who helped out at that event. We had a good turnout and sold a lot of food that day.

Our Club Open Fly was held on Saturday, June 2nd. This event is a little different than in has been in past years, as this year we had just a day of flying amongst club members and flyers from the neighboring clubs. Thanks to all who were involved with making that event happen. Even though the weather did not quite cooperate, I hope everybody enjoyed the day of flying together. With the start of the summer season, we will again try to schedule our monthly meetings at the field if the weather permits. We will also start Club Night on Monday evenings during the summer months weather permitting. Our June Meeting will be held on June 6th at the field with some flying beforehand, I hope to see you there!

Don

Mastering Takeoffs

Written by Dave Scott.

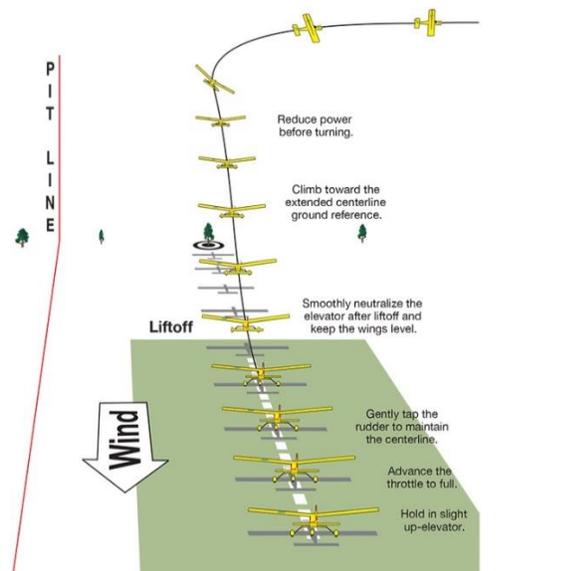
As featured on page 27 in the July 2013 issue of Model Aviation.

Rather than rehashing an ideal takeoff scenario, my goal is to explain the reasons why certain pilots routinely perform perfect takeoffs regardless of the type of airplane they fly, and at the same time, provide fliers with the simple solutions to avoid several common takeoff mistakes.

The takeoff procedures outlined in this article are standard and apply to all aircraft, whether high or low performance, tricycle gear or tail-dragger. Anyone who has made the mistake of using different takeoff techniques with different airplanes will find that takeoffs are easier when using standard procedures.

Laying the Groundwork

Good pilots control where the airplane is going instead of letting it go wherever it wants. You need to determine a ground reference on the horizon in line with your runway centerline. The goal is to climb out toward that reference to maintain the centerline and facilitate an easy entry into a familiar pattern right away (see Figure 1 below).



Reduce power before turning. Climb toward the extended centerline ground reference. Smoothly neutralize the elevator after liftoff and keep the wings level. Gently tap the rudder to maintain the centerline. Advance the throttle to full. Hold in slight up-elevator.

Those who don't maintain the runway centerline during the climb out will not only set a sloppy precedent for the flight, but their workload will tend to be higher when they have to bring the airplane back from where they didn't intend it to go.

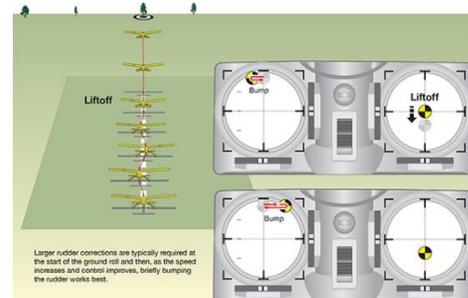
Takeoffs are typically performed into the wind. What many pilots neglect is the importance of holding in slight up-elevator throughout the takeoff ground roll. This prevents a tail-dragger from becoming top heavy and tipping onto its nose/propeller.

Unloading (taking weight off) the nose gear can reduce an aircraft's sensitivity and the possibility of overcontrolling. The elevator will also help pull the airplane off the ground when it reaches flying speed.

Smoothly advancing the throttle to full power at the beginning of the takeoff roll is another key to easier, straighter takeoffs. Immediately accelerating to full throttle gets more air traveling over the tail sooner, which holds the airplane straighter and provides better rudder control.

Those who slowly advance the throttle will have difficulty keeping the airplane straight because of the lack of air over the tail and poor rudder authority. If your airplane is overpowered and needs half throttle or less to take off, you should still smoothly advance the throttle to the takeoff setting.

There's no set technique for maintaining the runway centerline during the takeoff ground roll. This is when the pilot needs to react to the airplane. However, as a rule, larger-sustained ground corrections are typically needed at the beginning of the ground roll, and then as the airplane picks up speed and control improves, small rudder bumps or taps work best (see Figure 2 below).



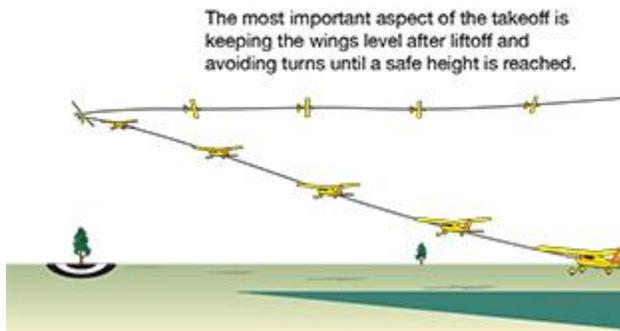
Larger rudder corrections are typically required at the start of the ground roll and then, as the speed increases and control improves, briefly bumping the rudder works best.

In calmer wind conditions, tail-draggers are not more difficult to get airborne than nose-gear airplanes, but they tend to be less forgiving if overcontrolled. Because overcontrolling is unlikely unless the rudder is held in too long, limit yourself to briefly tapping the rudder during the takeoff roll. It is okay to make large rudder inputs as long as they are not held in.

Liftoff and Climbout

A concern that many new pilots have is avoiding a stall after takeoff caused by climbing too steeply and losing flying speed. The amount of up-elevator used to take off does not cause an airplane to climb too steeply and stall, but it is the length of time that the elevator is held in (i.e., too long).

You must be prepared to start smoothly—taking out the elevator as soon as the airplane leaves the ground—to maintain a more shallow climb and plenty of flying speed (see Figure 3 below). Small amounts of elevator can then be used to fine-tune the climb angle.



The most important aspect of the takeoff is keeping the wings level after liftoff and avoiding turns until a safe height is reached. Smoothly reducing the amount of elevator as soon as the airplane lifts off is crucial to maintaining a shallow climb and plenty of flying speed.

Without question, the most important aspect of taking off at the novice stage is keeping the wings level to avoid entering a low turn. It only takes a couple of seconds for a wingtip to strike the ground when a pilot neglects to level the wings.

A pilot could also forget to relax the elevator after liftoff and put the airplane into a stall. If he or she had kept the wings level, there would be several seconds to neutralize the elevator and lower the nose to recover.

Entering the Pattern

A novice pilot should avoid making any turns until he or she achieves a safe height and should reduce power to at least half before the first turn, setting the stage for a forgiving first turn. After completing the turn, set the power and trim for straight-and-level flight at a comfortable speed. This will be difficult to do if a pilot fails to hold the centerline during the climbout and is working to position the airplane into view.

Trimming when you're a novice is easier if you raise the transmitter to see if the throttle is close to the speed at which you're comfortable flying. This eliminates distraction of the throttle while you maintain the pattern and trim (see Figure 5 below).

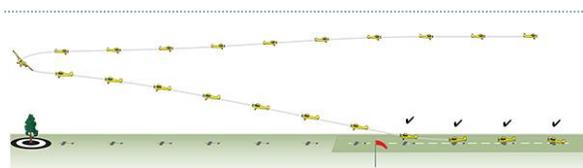


Raising the transmitter makes it easier to establish the correct throttle position and trimming.

Raising the transmitter makes it easier to establish the correct throttle position and trimming.

The most important aspect of launching an airplane that requires trim is to keep it flying until you have enough altitude to consider trimming. Despite what you may hear, airplanes rarely crash because they are out of trim. Instead, they crash because their pilots are so preoccupied with trimming that they fail to make the necessary control inputs to keep them in the air!

Takeoff Summary



The standard takeoff procedure used for high- and low-performance airplanes is:

- Point the airplane into the wind.
- Hold in a small amount of up-elevator and steadily advance the throttle to full (do not hesitate).
- Smoothly tap the rudder to steer until the airplane lifts off.
- Reduce the amount of elevator when the airplane leaves the ground and keep the wings level with the ailerons.

Pilots flying high-performance airplanes should also hold in slight right rudder after liftoff to counter the left-turning tendency (yaw) caused by propwash, then gradually remove the right rudder as the airplane gains speed and begins flying straight.

You don't have to be a veteran flier to take off like one when you understand the mechanics involved. If you've been reacting to the airplane and using the trial-and-error method to take off, be prepared to feel as though something is missing when your takeoffs seem easier (and improved) the next time you fly. Remember to keep the wings level!

Happy flying.
—Dave Scott

**Take a look at the new
River Valley Flyer Website online
www.rivervalleyflyers.org**

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

Upcoming Area Events

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 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.
Visit: 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.
Visit: 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

6/24/2018 -- Menomonee Falls, WI (C) ELECTRIC FUN FLY. Site: Tamarak Field. Steven Huelsbeck CD PH: 414-358-1078
Email: shuelsbeck@wi.rr.com.
Visit: flyingelectronics.com. Sanction #18/1220. Join us 9am-2pm for an all electric "no slimers please" fun fly. Food, contests and pilot raffle. Please see website for directions. Sponsor: FLYING ELECTRONICS INC

2018 RVF Club Membership Renewal

Summer flying season is here, so please renew your club membership if you have not already done that yet. Club Membership is required to use the Flying Field.

Club membership runs from January 1st through December 31st of each year.

Memberships may be renewed at our monthly meetings or mailed to our club treasurer. Please see attached membership form in this newsletter.

RVF Club Nights on Monday Evenings at the Club Field

Club Night will resume for the summer season and will be on Monday evenings from 5:30 till dark. It is an evening of flying together and help to anyone who needs a hand getting started. Flight Training will also be available if needed. If the weather is bad on Monday evening [high wind or rain] it will not take place till the following Monday.

River Valley Flyers June Meeting Notice: When: Wednesday, June 6th 2018

Where:

At the Flying Field at 6:30.
**Bring something to fly
beforehand. If it rains, the
meeting will be moved to**
Hardees at 1821 Eighth Street
in Wisconsin Rapids. Meeting
starts at 6:30 P.M.

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 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**

Name: _____

Address: _____

City: _____ Zip: _____

Phone: _____ E-Mail _____

AMA# _____ Membership Category: _____

Dues Enclosed: _____