



Newsletter of The River Valley Flyers

Club #948

May 2019

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From the President and Editor: I hope everyone is as happy that spring is finally here. After a cold and snowy winter that continued on through mid-April, it was starting to look like last year all over again with a late start to the spring season again. I hope that we can finally put away the snow shovels and start to enjoy the warm sunny days ahead.

May is here, and it's time for our annual Brat Fry fundraiser which is a club fundraiser that we hold every year. It will be happening on May 25th in front of The Ace Hardware in Wisconsin Rapids. Our members are encouraged to help participate with this event if they are available that day. This is our club's main fundraiser, and the funds we take in are used to offset the costs of operating the club, and to also offset field expenses. We can use your help at this event if you are available, so please join us that day if you can help to lend a hand. Instead of having a fun fly in early June this year, we are instead thinking that we will have a club picnic and flying day sometime later in the summer. It will be a day of general flying and all club members and families are invited to attend. It would be a day to just get together to have some flying and fun together. Although we have not set a date for this event yet, we can plan for a Saturday in mid to late summer. This is something we can finalize in the upcoming months.

With the flying season about to begin for 2019, we have been looking at ways to help improve and simplify the upkeep of our flying site to keep down the expenses. Mowing the field each week all season long is a very big effort by a few members, and we are grateful for all the work that they are doing. The upkeep and mowing of our flying site is one of the largest expense our club has, and it would be quite costly to do if we did not have members who are willing to donate their time and equipment to get it done. We are always in need of help with this project, and are looking for more members to help share with the mowing schedule. We would welcome your thoughts for help with this important club duty.

With the fast melt that we had in mid-March, there was some flooding that did some damage to the entrance road by the culvert at our flying field. The water washed a hole under the road along the top of the culvert, but does not appear to have damaged the culvert itself. The washed-out area was repaired, but some settling may still occur until this area firms up. Please be aware of this area as you drive in until the settling is done this spring.

Do we want to have a Club Night again this summer like we have in past summers? It is a day each week to get together as a group to fly and help anyone who needs help or has any questions about this hobby. This would happen on Monday evenings from 5:30 until dark like in the past, and would start around June 1st.

We have narrowed up the runways at the field a bit. This was done early this spring to help cut down the area to maintain and mow this season, and will not affect the amount of runway length out there.

That's all I have for this month. See you at the monthly meeting or the flying field.

Don

A Bit from Our Safety Officer

Hi guys,

So, I suppose everyone has spent the Winter building new airplanes and refurbishing old ones, huh? Probably not, right? Not very many members are into the idea of spending a lot of time building these days when the nearly completed airplane is just 2 or 3 days away, including shipping! In any event, the flying machines that have spent all Winter collecting dust need to be looked over very carefully before that first flight, assuming of course you are planning more flights throughout the Summer. I have 2 almost ready to fly and I hope to have them both airborne in May. We as a club are very fortunate to have the indoor flying site available due to the efforts of Roger Denne'e. It is a great facility to be able to keep the rust off the thumbs throughout the Winter. I hope everyone had a chance to utilize the indoor facility and now are ready to use the field without too many issues. Just be especially careful when entering or leaving the field due to the fallout area on the east side of the entrance road. It may have already been repaired by now but be aware anyway.

Fly safe,

See you at the field!

Larry Chamberlin

RVF Safety Officer

Transmitter Handling & Expo Tips to Help Maximize Proficiency

A proper airplane/radio setup is a distinct advantage, but nothing has proven to facilitate better flying as effectively as using 2 fingers on the control sticks and increasing spring tension in the radio to improve a pilot's ability to more precisely control the airplane. The following 1st U.S. R/C Flight School article addresses optimum transmitter handling techniques while providing additional context to the proper and improper uses of programmable exponential to help you take maximum advantage of your airplane/radio setup.

Introduction

Increased stick tension and the 2-finger technique reinforce the correlation between control inputs and the response of the plane that's needed to develop the consistent control and timing required to fly with precision. Always guard against taking any fingers off of the sticks and subsequently jabbing the controls without any ability to control the size and type of inputs made.

Of course, individual opinions vary regarding the "best" transmitter handling techniques, but it's safe to say that few people have objectively compared them all. Rather, most pilots simply continue to use (and promote) whatever they've become accustomed to. But if you could compare all the different techniques, you would quickly discover that certain methods promote greater consistency and therefore faster learning.

The following transmitter handling techniques are those that have proved during 1 U.S. R/C Flight School's primary solo and aerobatic courses to universally produce the best results in the shortest amount of time.

It's important to note that these techniques mainly apply to "precision" flying, e.g., takeoff,

procedure turns, precision aerobatics, landing, etc. 3D stunt flying, on the other hand, involves an entirely different approach to transmitter handling, not to mention, flying techniques, and equipment setups.

While some of these transmitter handling techniques may feel strange at first if you did not start out this way, you should know that most pilots find them relatively easy to adopt when they prove to help get the job done with a lot less effort.



fingers on the control stick (thumb on top, index finger on the side for support) naturally enables pilots to more precisely control their inputs.

Cause and Effect

Traditionally, people learned to fly R/C at the side of a recreational flyer/instructor usually with very little pre-flight preparation. As a result, most pilots are conditioned to "reacting" to what the airplane does (rather than having a plan and proactively controlling the plane). Consequently, most pilots think that getting better at making corrections, fast reflexes, and large amounts of stick-time are the keys to better flying. Hence, little thought is given to how they fly, or whether they are flying correctly. As a result, most flyers make 3 to 4 times more control inputs than what the maneuvers require when flown optimally. The problem with that is learning slows dramatically when pilots reach their saturation point from having to make

thousands of additional split-second decisions during their flights. A higher quantity of inputs also increases the likelihood of errors and a different result each time a maneuver is performed. These issues tend to be further magnified for pilots who fly with only their thumbs on top of the control sticks due to the unsupported thumb's natural tendency to jerk or snap the controls (especially when the pilot is anxious or excited, e.g., flying a new and/or expensive model, flying in windy conditions, landing, etc.).

Therefore, reactive thumbs-only flyers' skills often plateau because their lack of consistency prevents them from making the correlation between their inputs and the responses of the airplane needed to cement a solid foundation on which to build.

Not unlike like the golfer who can't keep his head down during his swing, but fantasizes that a new set of clubs will improve his game, many pilots end up looking to new equipment and setup changes to try to improve their flying. Specifically, they will often employ large amounts of radio exponential (expo) in an attempt to dampen the consequences of making too many inputs and jerking the controls.

The Exponential Tradeoff

While it's true that large amounts of expo have the potential to make flying smoother, it does not address poor technique and causes some predictability and therefore consistency to also be sacrificed. Explained: Anyone who has ever driven an older car with slop/play in the steering knows how much harder one has to work just to try to keep the car going straight. That's because the slop or lag in the steering response

makes it more difficult to correct deviations while they are yet small -- prompting the operator to make larger corrections that often result in getting more response than was needed.

Pilots who attempt to mask poor technique with large amounts of expo run into the same problems as the operator of an old car with an irregular control response. That is, in addition to sacrificing a direct correlation between control inputs and flight response and thus predictability, the sluggish (a.k.a., "wet noodle") control response enables deviations to become larger before the corrections take effect, thereby prompting larger correction inputs that increase the potential for over-controlling and the need for additional corrections. While it's true that there are pilots who can fly precision despite using lots of expo, it takes extraordinary amounts of skill and practice to do so.

Flying with less expo, on the other hand, is more comparable to driving a newer car with tighter steering. I.e., It's easier to keep the car going precisely where you want because the steering wheel corresponds directly to the response of the car and thus your inputs have an immediate effect on correcting deviations while they are still minute.

Furthermore, the direct correlation between the steering wheel and the response of the car is more predictable and thus enables driving to become routine and eventually automatic.

Pilots flying with less expo similarly experience a more direct correlation between their intentions/inputs and the response of the airplane. The experience of flying a more "honest" airplane thus enables them to fly with greater

precision and consistency. So, while good equipment and a reasonable amount of expo are certainly helpful, nothing helps as much as flying an honest airplane and applying the proper inputs in the first place!

Finger Advantage

More than 1500 pilots of all skill levels have attended 1st U.S. R/C Flight School. During that time, a flight training system has been developed resulting in a 99% solo success rate and more than 3/4 of the aerobatic students returning for more advanced training. However, even if everything else remained the same, the flight school would not be here today if not for the 2-finger technique in which pilots place their thumbs on the top of the sticks and the tips of their index fingers on the side of the sticks to steady their thumbs. If this is new to you, first get a comfortable grip on the transmitter, then place your thumbs on top of the sticks, then bring the tips of your index fingers to the side of the sticks near your thumbs while allowing your remaining fingers to come to rest wherever they are comfortable. Note that you'll continue to control the inputs with your thumb on top of the stick, and your index finger is simply there for additional support.

In the same way that two hands on a steering wheel improves control, supporting your thumb and the stick with your index finger naturally enables you to apply smoother inputs, resulting in greater consistency and less over-controlling, especially in pressure situations. Most importantly, your ability to precisely manage the size and pace of your control inputs with 2-fingers on the

sticks reduces the need for lots of expo. Consequently, you're able to maintain the direct correlation between your control inputs and the response of the plane that is so vital to developing the precise inputs and timing required for precision flying.

Furthermore, pilots using the 2-finger technique enjoy the additional confidence that comes from feeling more connected to the airplane. That is, rather than the airplane just responding to inputs, there's the sense that it's responding in ways that more closely match your exact intentions!

Increased stick tension and the 2-finger technique reinforce the correlation between control inputs and the response of the plane that's needed to develop the consistent control and timing required to fly with precision. Always guard against taking any fingers off of the sticks and subsequently jabbing the controls without any ability to control the size and type of inputs made.

Enhancing Feedback

Increasing the stick tension in your radio as high as possible helps significantly minimize over-controlling and improve consistency by improving your feel for the types of control inputs you apply. You are also less likely to accidentally apply unintended inputs along with your intended inputs. In fact, 1st U.S. R/C Flight School has found these benefits to be so substantial that it installs stiffer after-market springs into all of its radios (Futaba part # FUTM3640) even though doing so normally voids the warranty.

Pilots must always guard against the bad habit of taking their fingers off of the control sticks, resulting in a tendency to take jabs at

the controls and thereby making it impossible to fly with consistency or precision. For obvious reasons, this tends to occur more often when using a transmitter strap or tray. Furthermore, when the transmitter is supported by a strap or tray, the pilot's grip on the transmitter will tend to move around when applying inputs, thus making it harder to determine where the sticks are positioned since there's no consistent grip-point to gauge the movements from. Consequently, over-controlling and applying unintended inputs (typically blamed on wind) occurs more frequently when using a strap and especially when using a tray. So, if you must use a transmitter strap or tray, try to maintain a fixed grip on the transmitter to provide a base from which to better gauge the position of the controls, while also helping to steady your inputs and therefore reduce over-controlling when tense or excited.

Conclusion

"Practice makes perfect" applies only when it's correct practice. The 2-finger technique, not getting carried away with exponential, increased stick tension, and maintaining a fixed grip on the transmitter enables pilots to more quickly make the correlation between their actions and the response of the plane. That leads to a

better understanding of proper control and a solid foundation on which to build. Consider that, not unlike driving a car, when the control inputs are applied correctly to start with, the need for additional corrections may not even exist. It's then that a pilot is able to stay ahead of the airplane and join the ranks of elite pilots who control what a plane does rather than merely reacting to it.

Upcoming Area Events

May

05/04/2019 Wausau WI, Wausau RC Sportsmen Drone Day. Flying from 10 A.M.-2 P.M. @ Sunnyvale RC Park Registration @ 9 A.M. Drone Games & Racing, Exhibition Fixed Wing & Heli Flying. Directions: From Wausau take St. Hwy 29 west 3 miles to 72nd Ave., 72nd Avenue south ½ mile to park.

05/19/2019 Lodi WI, Lodi Area Radio Control Club Annual Tailgate Swap Meet. Site: 2180 County Road J. Kevin Kopp CD/EM. PH:608.220.3678
email secretary@larcc.com or visit www.larcc.com Gates open at 9a.m
Admission is \$5 per car

River Valley Flyers May Meeting Notice:

When: Wednesday May 1st at 6:30 P.M.

**Where:
At Hardees in 1821 Eighth Street in Wisconsin Rapids.**

2019 RVF Club Membership Renewal

Spring is here, so if you haven't already done so, it's time to renew your club membership for 2019. Club membership runs from January 1st through December 31st 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. See the attached form in this newsletter.

River Valley Flyers Model Aircraft Club

2019 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)