

Newsletter of The River Valley Flyers

Club #948

March 2021

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From the President: As we move through the late winter and approach the spring, I hope everyone is looking forward to the coming season as much as I am. This is an exciting time of the year, with the spring season just around the corner, and knowing that the warm weather will be here soon.

The days are already much longer and brighter than they were just a month ago, and that means that spring can't be far away. This winter so far, it appears that we had all of the extreme cold weather in the second half, and luckily, we had only had a short run of it at that. Let's hope that after the snow disappears in a few weeks that the precipitation will stay in a liquid form for the rest of this spring. That probably won't happen

though, but we'll have to wait and see what happens in the weeks and months ahead.

After a lot of research and trying to decide what to do, I have finally decided that I will replace my Trex 500 helicopter that I wrecked last summer with a new kit. The odds of finding replacement parts anywhere for the older model were not good, so I've replaced it with the newest version kit instead.

The old model Trex 500 that was wrecked flew really nice, and even though it had a flybarred rotor head, it was pretty good in aerobatics. The new Trex 500 will have a flybarless rotor head and will be just a bit larger than the old model. It will also have a larger tail rotor disc area and longer tail boom than the old model, which should help keep the tail from blowing out on windy days and during hard aerobatics.

This was how the old Trex met its fatal flight last summer, when the tail let go on a windy day and the pilot did actually "pile it" that day. The old one served me well for many years, but the parts availability for it are now scarce, and have been replaced with parts for the newer models.

The new Trex 500 comes with a Beastx flybarless controller that has been around for a while, but is an awesome controller none the less and is fairly easy to set up. I can't wait to get this one built and up in the air as soon as spring finally gets here.

Looking ahead to this spring in the club, here are some field improvements we might want to do at our field this year. The flight tables were repaired last season and repainted, and they look great.

We talked about updating the frequency board to just an information board and fire extinguisher and first aid storage, and a place to hang our windsock and weathervane on. The pilot stations are getting weather beaten, and will need some repair this spring also.

With last year's restrictions on gatherings, we did not do much of any type of formal field workday, but a few of the guys did repair the flight

tables and repainted them. At last month's meeting, we talked a little bit about perhaps making some kind of storage area out there for the new mower. Maybe we could modify the existing shed a bit or put up a temporary shelter for the mower just to make it easier to access when we need to use it. These are just some of the improvements we need to think about as a club in the coming months.

I hope we have an early enough spring to get out to the field again this year, but I just want to remind everyone that the access road and parking area get soft and muddy during the spring breakup.

Please be aware of that if you go out there in the early spring after the snow melts, or if we receive a heavy rain. We are trying to avoid rutting up the road and parking area, and possibly anyone getting stuck out there. Just a reminder to be aware of as the spring gets here.

Just a last quick mention to get your 2021 club membership in if you haven't already done that. We had about 20 plus members signed up for 2021 as of last month, and we'd love to have you join us again this season if you haven't already joined up for 2021.

That's all I have to say for now. I hope you can join in for our monthly meeting on Google Meet again on March 3rd. After a short business meeting, we can have some show and tell and discussion about our latest projects.

The meetings are quite informal, and I hope you are able to join us again this month. 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

RC Airplane 9 Simple Shop Tips

PAPER TOWEL SHIM



I always have a problem with getting the socket-head bolts into those hard-to-reach spaces. Even though the socket-head bolts do hold on better than a Philips or

screwdriver head, they tend to let the bolt fall off just before you can get it started. That's where this trick is really going to save your day! Add a little piece of paper towel to the end of the ball driver and press it into the socket head of the bolt. You will find that this holds better than a magnetic head driver.

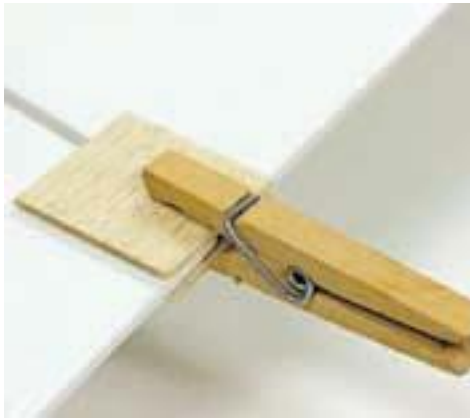
RECYCLE THAT OLD BIKE



Bicycle spokes have the same thread size as a standard-size airplane pushrod, which means you can have 25 to 50 pushrods from an old bicycle wheel. First remove the tire and inner rim tape to get to the spokes. Now just cut the spoke near the center hub and

slide it out. Cut it to length when needed. Many of the newer spokes are made of aluminum and are very light.

AILERON ALIGNMENT JIG



When setting up the aileron linkage, it is helpful to have a third hand holding the aileron in the center position. The next best thing is to make this simple alignment jig out of a clothespin and two pieces of balsa. Just put the two pieces of balsa above and below the aileron centered on the gap between the aileron and wing trailing edge. Attach the clothespin to hold the aileron in place. The soft balsa will help prevent the clothespin from marking the surface. Just be sure to remove it before operating the servo when testing the throws..

SMOOTH THAT OLD IRON



Have you ever noticed the slick surface on a new covering iron after you first pull it out of the box? The iron seems to float on top of the plastic covering, giving you a beautiful finish. However, after time

goes by and the iron gets a little older, the smooth Teflon feel on the surface just goes away. Here is a simple way to rejuvenate that old iron. When the iron is cool, add a little baby powder to the surface and rub it in with your fingers. This will give the contact area a new surface that will glide much more easily over your covering. You can reapply powder as needed to keep the iron gliding smooth.

Propeller Safety Tips



To prevent accidents, full-size aircraft are equipped with propellers that have brightly colored tips. Do the same with your model airplane propellers. Mask off the tips and spray on some bright yellow or white to make the prop tips more visible while it's spinning. The finger you save might be your own!

Emergency Screwdriver



that screw.

It never fails that whenever you need a specific tool for the job, you'll find that tool anywhere but where you need it. If you find yourself in need of a common, straight-blade screwdriver, you can always take a modeling blade and place it backwards in its handle. The exposed part of the blade can now be used to tighten

Small Parts Sticker



It is sometimes hard to place a wooden part properly inside a narrow fuselage. An easy way to do this is to use a sharp awl as a "part sticker." Now,

simply add glue to the part, stick it with the "part sticker" and guide it into position.

REMOVING COVERING FROM BALSA SHEETING



Removing covering over balsa sheeting can be tricky. If you cut too deeply, you can compromise the wood's integrity. By placing the blade in the knife handle as shown in the photo, you can easily adjust and control the depth of the cut. To set the blade's

depth, use it on a scrap piece of sheeting and make test cuts before you make the actual cuts on the model.

MOTOR-BACKPLATE SLIPPAGE



Almost all motor prop adapters are smooth; they don't have a knurled finish. This means that when you install a prop and try to tighten the nut, the adapter often slips. Small pieces of 220-grit sandpaper CA'd to the backplate surface will prevent this and secure the prop tightly. This easy fix is well worth the bit of time it takes to do.

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SAFETY REPORT

Hello fellow pilots,

I just happened across this very well written article by Mr Paul Dye and I think all of us should be concerned with the direction our hobby is going and being taken over by politicians! I know what the old saying is about fighting city hall but this is way past city hall. Not really a safety topic this

month but a very informative article that we all should be concerned about.

That's all for this month,

Fly Safe guys...

Larry Chamberlin

Safety Officer

RVFRC

Dear FAA: Model Aircraft Are Not Drones

Dear Pilots: Speak up now!

By

[Paul Dye](#)

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February 4, 2020

6



Sometimes when you set out to fix one problem you create one (sometimes many) more. That's what I think is happening now as the FAA has said it will not extend the comment period for a [controversial program](#) that, essentially, treats model aircraft as drones. As the EAA says, "The rule would require most [unmanned aircraft systems], no matter whether they are 'drones' or traditional model aircraft, to carry equipment that identifies

the device and broadcasts its location. Additionally, many would be required to be equipped with 'geofencing' systems that autonomously contain the craft within a defined altitude and lateral boundary." Does that sound as crazy to you as it does to me?

Actually, I'm getting ahead of myself.



Remote-controlled model airplane. [Photo by John Miller Crawford – Own work, CC BY-SA 3.0.](#)

If I asked for a show of hands among pilots asking how many got into aviation by building model airplanes, and then extending that hobby into flying radio-controlled

model airplanes, I expect that well more than half the room would be extending limbs high into the air. I know, because I have asked this question at presentations and meetings all over the country.

That, and the observation that just about every hangar or workshop I visit, has radio-controlled airplanes hanging from the walls or ceilings. Modeling is, and always has been, a gateway into full-scale aviation—just read any aviation biography and you'll find that not only are future pilots born in a little farmhouse, but they got their start building balsa and tissue models.

A scene from [KidVenture](#).

So there is little doubt in my mind that young model aircraft builders and flyers are the future of aviation—its where kids develop an interest and passion for aviation. And passion is important because aviation is not easy and it's not cheap—you need motivation to get in, and to stay in.

What starts as a passion for models becomes a passion for light aircraft, which then becomes a path into the military or the long road through instruction, charter and eventually airline flying.

And without pilots flying airliners our entire economy falls off a cliff. The general public doesn't know this, but they would probably understand if they were told.

That brings us back to the FAA, which has proposed a set of rules that essentially requires registration and ADS-B type installations on model aircraft across the country. This has developed out of work done to regulate Unmanned Aerial Systems (UAS), or drones, over the last decade.

The FAA has tried a number of different initiatives to control and regulate drones, yet it is hard to see that much has changed except for a proliferation of rules proposals and some bureaucratic registration systems that have met with mixed results.

Sure, many law-abiding citizens have registered their drones and gotten licenses to fly them, but most of the problem drone reports have been caused by those who didn't. A "bad guy" with a drone simply isn't going to bother registering it—that's pretty simple to understand.

The latest proposed regulations are out for comment right now, with a 60-day comment period that started on January 1. So far, in one month, it has solicited 7000 comments—a huge number for a proposal that has hardly been publicized outside of aviation circles.

It is a draconian proposal that has clearly raised a lot of ire. But it needs to raise more, so the EAA asked the FAA for an extension of the time period to allow more comments. The FAA very abruptly denied this request, saying that they will not allow an extension due to security concerns and the dire nature of the threat posed by drones.

Now folks, let's take a step back. So far, in 10 years of drone awareness, there have been many reported suspicions of drone strikes on aircraft, yet only one or two that have been confirmed— worldwide. That is far below the number of bird strikes every week. Why do I bring up bird strikes? Well there is little that can be done about them.

Yet we, as pilots, clearly accept the small risk because if we didn't we wouldn't fly at all. Drones are no different, unless you argue that there are malicious operators out there intentionally trying to hit airplanes with their drones. Sure, that is clearly a possible scenario, but let's be honest—its pretty darn unlikely.

You'd really have to have made an enemy for someone to make that sort of effort to take you out. And if you were going to do that, you certainly wouldn't register it or let it transmit its ID and position.

So in a 10-year process in which little progress has been made, why suddenly do we need to close comments right now on a proposal that is clearly unpopular? I think I know: Because the longer you leave comments open, the more negative comments you get, and the more unpopular it obviously becomes. Yup, that's the way it works in government—and as a former federal civil servant, I have a little insight.

This is not meant to paint the vast number of FAA personnel in a bad light—they are, by and large, great people doing good things for aviation. But they are directed by political forces beyond their control. Remember, policy is usually not created by civil servants, it is created by politicians; it's just implemented by civil servants.

When we see obvious bullying tactics by an agency toward the public, that is generally a sign of political pressure not civil servants run amuck. Civil servants aren't allowed to run the mucks anyway.... (It's above their pay grade.)

Regardless of your opinions on how drones and model airplanes should be regulated, the bottom line is that if you want to have a say in how your government regulates them, it is time to go [make your comments and let your voice be heard](#)! (There are instructions for submitting comments on this page, via email, regular mail, hand delivery, courier and, yes, fax.) Comments are due by March 2, 2020.

No matter how you do it, do it soon. You're not getting an extension. That has been made abundantly clear.

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>

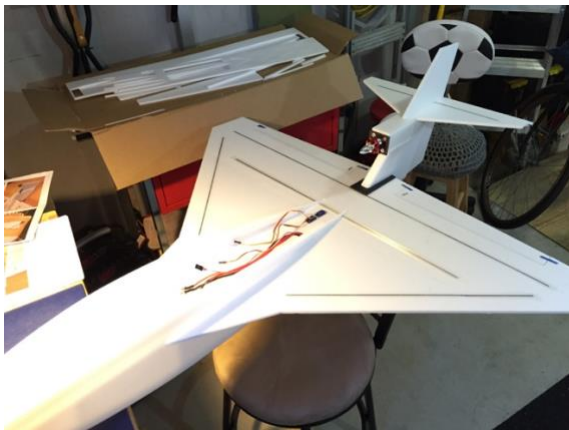
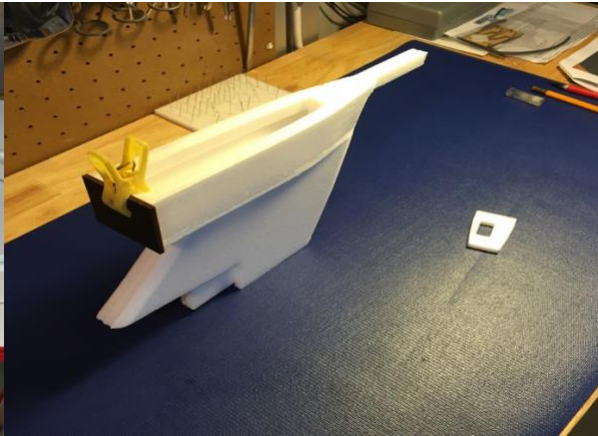
Part 2:

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

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Building the Polarus XL Dec. 2014!



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)