



THE INVERTED FLYER

NEWS of the BOULDER AEROMODELING SOCIETY
AMA Charter # 906

August 2011 Edition

Ken Miller Editor #37

**There will be a members only swap shop at this years club picnic
August 13, 2011**

09:30 to 11:00

(Shut down just before lunch)

Bring any hobby related item.

There is no charge for entry.

Limited tables will be available.

Members are asked to voluntarily donate 10% of their sales to the club.

(Honor system, seller handles all money.)

Place your item on display with one of the following:

A listed asking price.

A Make offer.

(Seller accepts or refuses offer.)

Silent auction.

(Minimum bid allowed)

Silent auction says a sheet will be provided where anyone can place a bid on the item. If you want to outbid the previous bid you just add your name and the new bid price to the list. Person with the highest bid price at close of the swap shop wins.

Questions?

Contact Al Coelho

a.coelho@comcast.net

BAS Members

I am doing well. This has been great for the soul. I have been clearing out my little forest, I built a deck on the back of the house. I am getting ready to plant rye grass out back. It's ideal for what I am needing and is cheap.

I have been golfing quite a bit. I already have my membership paid with the rounds I have golfed. It's pretty cheap out here to do most everything. The people have been really nice everywhere I go.

The down side is the r/c club lost their field early this year. I have been able to fly the Pilatus three times at the club meetings. They have it at Marks house. He owns Balsa USA. He has a full scale strip at home. So we all bring planes and have some fun. Then talk about acquiring a field.

Cool thing happed to me a few weeks ago. I had a guy over to give me estimates on some gutters at home. He saw the Pilatus in the garage and asked where I flew it. I told him the club lost the field so no where right now. He said he owned 40 acres just down the road and I could use it anytime. It is a bit rough for small planes, but the Pilatus could work. But I have been winching gliders there. It's only 30 seconds away. So that worked out.

Well, that's about all I have been up to.

And say hi to all the guys at the field for me. I do miss flying with you guys.

Charlie Miller (somewhere in Wisconsin)

LANDING is a maneuver, like any other. You are the pilot. The very first step to making good landings is to take responsibility for them. If you are at the field, and you see a pilot make a bad landing, and he turns around and says "the plane did..." then you can be pretty sure he's never going to be a landing expert. Once a pilot can say "I screwed that up, I need more practice" he is on his way to being an expert.

CG (Center of gravity) is important for landing. When you are landing, you should (if you are doing it right) be flying slowly on final approach. We are all aware that if we go too slow, our wing will reach a speed at which it no longer works and will stop flying. We call this a stall. When we stall, we lose lift, and the plane will fall out of the air.

However, our aircraft has two wings (if it's a monoplane)...one in front, and one in the back (the horizontal stabilizer with elevators). In flight, the main wing holds the plane up, and the tail wing provide up or down lift to hold the plane stable. This is why a nose-heavy plane requires some "up" trim and why a tail-heavy plane requires some "down" trim (and why expecting your elevator to always end up perfectly in line with your stabilizer is not correct).

When you slow way down for final approach, the smaller tail wing stops flying first. As the tail wing loses efficiency, the balance of the plane takes over. A nose-heavy plane will drop its nose (the heavy end) and a tail-heavy plane will drop its tail (the heavy end). Dropping the nose is not a problem...dropping the tail causes the plane to slow down more and we may stall. This is why a tail-heavy plane is more difficult to land, because the pilot has to use elevator to push the nose down to maintain flight speed.

Do not glide down to landing. Your throttle is a speed *control* and if you set it correctly (about 1/8 on the SHP) it will help to keep your plane at the proper speed on landing, not too fast and not too slow. If you learn to fly a full-size plane (or learn to fly an RC plane correctly) you will be taught at some point to fly a "stabilized approach". This means that your landing approach is stable, in that it has no time limit. You could start your approach at 20 feet high or 2,000 ft high, and you can fly in this mode as long as you want. The opposite of a "stable approach" is a "decaying approach"...this is an approach flown without enough throttle or too slowly which has a time limit. The plane is slowing down (because there is no throttle) and the pilot is trying to get it on the runway before something bad happens.

To fly a stabilized approach, put the nose down about 10-15 degrees, use 1/8 throttle or so, and point the airplane at the spot you want to land. Start high enough and far enough away that you get a chance to fly a stabilized approach down to the runway. Don't "flare" or do anything else until you are very low. If you cut the throttle and pull back on the stick, make sure you're only ankle-high. Too many pilots want to have a dramatic flare at the end of their approach...leave that to the experts. Just fly down to the ground and close the throttle for the last foot or so. Done.

The elevator is the important control for landing. DO NOT land on 3D rates. Use your low rates. First, fly a pass down the runway about 2 feet high on low rates at about half throttle. Can you do it? For most of us, probably not. Lower your low rates and increase your low rate exponential until you can smoothly fly just above the runway consistently and smoothly. When you are flying a stabilized approach, having the correct elevator response will allow you to actually pilot the aircraft in a straight line, rather than fighting a bucking bronco. Get your elevator response right!

What we do not want to do is to go up really high, cut off our motor, and dive at the runway, then pull up and glide along the runway, bouncing up and down, hoping to be able to smack the runway on a lucky bounce.

Instead, we select low rates, select low throttle, point the nose 10-15 degrees down toward the end of the runway and fly a smooth straight line. When we are very low we cut our throttle and bring the aircraft to level and let it touch down.

If we mess it up, we make any necessary repairs, change our CG or transmitter as needed, and try again. Once you know how to land, your repair bills go way down.

Submitted By Jim Ewing

BAS MINUTES July 13th 2011.

CHANDLER FIELD BOULDER CO

PRESIDENT David Goodnow called the meeting to order at 6:30 pm with 14 members present. David made a motion with a second by Al Coelho to accept the minutes of the last meeting as they appeared in the last newsletter. Motion was voted on and passed.

TREASURE REPORT-- Treasure Dean Ehn gave a detailed report of the clubs finances.

1ST VICE PRESIDENT REPORT--1st Vice President Augie Bruno reported the club now has 92 members with 19 in the float fly group. Welcome new members Set Set, Tom MacDonald and Chester Shans.

2ND VICE PRESIDENT REPORT--2nd Vice President Joe Sherran was not present. No report was given.

OLD BUSINESS--David stated the field restrictions are still in effect at the present time. The Club picnic is still set for Saturday August 13.. We will have a club swap shop and silent auction at the picnic. Bring any model or related model supplies to sell or donate.

NEW BUSINESS-- Motion made by Rich Anderson with a second by David Goodnow to suspend and sell or donate the existing equipment with existing funds and any new funds still be kept for a future Mal Meador youth program. Motion voted and passed. David Goodnow invited club members to a float fly on his neighbors lake located near Ward Co. A discussion was held and it was decided to go on Wed. July 20. Flying and fishing will be on the agenda. A discussion was held on a field work day prior the club picnic. It was decided we will have a weed whacking and mowing party on Sat. July 30. Augie will email members what equipment is needed to perform the task. Motion by David Goodnow with a second by Dean Ehn to adjourn the meeting. Motion voted and passed.

Respectfully submitted Rudy Glick.

Members August 2011 Birthdays

**Mike Broadstreet
Ferdinand Schmid
Bowdie Ormsbee**

Augie Brunos Piper Cub

Taken at Chandler Field.

Photo courtesy of Rudy Furman Studios, Boulder CO.



New Service for BAS Club Members
BOULDER AEROMODELING SOCIETY
Classifieds Page

<http://www.boulderaero.org/classifieds.html>

To place a classified ad on the BAS website, please contact **Mike Gulizia, webmaster**

BAS Meeting, August 10th
6:30 PM Chandler Field

See Web Page for Event Listings
www.boulderaero.org