



# THE INVERTED FLYER

NEWS of the BOULDER AEROMODELING SOCIETY  
AMA Charter # 906

**December 2014 Edition**

Ken Miller Editor # 77



## **BAS MEETING MINUTES HOBBY TOWN USA LONGMONT, CO, Nov. 12, 2014**

Meeting called to order by **PRESIDENT** David Goodnow at 6:30 pm. There were 11 members present.

A motion was made by David Goodnow, with a second to the motion by Al Coelho, to accept the minutes of the last meeting as they appeared in last month's newsletter. The motion was voted on and passed.

**TREASURE REPORT**—Treasure Dean Ehn gave a detailed report of the club's finances.

**1ST VICE PRESIDENT** —1st Vice President Murray Lull had no report.

**2ND VICE PRESIDENT REPORT** —2nd Vice President Joe Sherran was absent, thus, there was no report.

**MEMBERSHIP** — Tom McKinnon reported via email that the club presently has 93 members, with 25 members participating in the float fly activities. These totals included one new member, Randy Thomae. Welcome Randy.

**OLD BUSINESS** — **PRESIDENT** David Goodnow expressed a warm "Thank You" to Ken Jochim for his efforts with regard to the new solar charging station. Next, a discussion ensued concerning the Club's intent with regard to requiring the use of the flight stations by glider pilots. Many points were brought up, including the fact that perhaps either a grass, or geotex, area located in a more prudent and safe area could be provided for use by these individuals. Further discussion on this point will be required. For the present, it was decided that the AMA and Club rules requiring the use of the flight stations would remain the norm. David thanked the members present at the last meeting for proposing and voting in the new Safety Sign regarding the connection of electric aircraft motor batteries while located in the spectator area. He further proposed a new sign, "Do not leave electric aircraft unattended and plugged in" on the flight line side of the safety fence. The benefits and details of such a sign were discussed and any further action on the subject was tabled for the time being.

Continuing on, David stated that, as yet, the field had not been striped, but the work was planned when weather and time allowed. It was brought up that both David and Murray Lull have been approached on multiple occasions concerning the allowing of "exclusive" use of the field by outside groups. The consensus is to NOT allow the "exclusive" use of the field by any outside groups. In that regard, a Denver/Boulder Rotorcraft group has recently approached Murray regarding use of the field on Sat. Nov. 15 for their annual meet. Murray stated that, "Due to the most likely lack of activity, given the weather, he welcomed them to use the field non-exclusively on that day." Murray was going to go by the field on the said day and monitor the activity. It was generally felt that occasionally accommodating such groups is an excellent example of the Club's "Community Goodwill" efforts.

David commented that he was concerned that we have not had a lease for the past four years. He, however, had no update on any activity toward that end. It was brought up that the Boulder Parks and Rec. Dept. is circulating an email requesting comments/feedback on future planning developments.

David introduced, and Ken Miller responded, concerning a change to the Club's policy regarding the re-assessment of the runway fee to returning previous members, which was brought up and tabled at the last meeting. After subsequent discussion, a motion was put forth to amend the Club By-Laws to reflect that the runway fee become a "once per lifetime" charge effective Jan. 1, 2015. Because ANY change to the By-laws requires NOTICE of the pending vote be published for at least seven days prior to the occurrence, via the newsletter, the matter was tabled pending NOTICE. This matter will be voted on at the December Club meeting. Please see the Club website for the scheduled meeting time and date.

Lastly, Rich Anderson brought up the fact that outside groups were requesting Float Fly ONLY membership and requesting to only have to pay the \$20, and not the full Club Membership fee. The discussion that followed correctly identified the Float Fly Group as a SUB-GROUP of the Club and NOT a separate entity, thus in order to be a Float Fly member, one is required to be a fully paid Club Member first. Some discussion also occurred concerning the possibility of, in the future, limiting the number of Float Fly memberships as to not overload the Reservoir welcome due to too many flyers. That matter was left for future consideration.

**NEW BUSINESS** — Regarding the upcoming Club Elections, both David Goodnow and Joe Sherran will not be seeking re-election to their present positions. Dean Ehn and Richard Myron are willing to retain their present official positions. Nominations were thus called for and some discussion ensued. The nominations put forth by Rich Anderson were Murray Lull for President, Ken Miller for Vice President, Dean Ehn for Treasure, and Richard Myron for Secretary and AMA Safety Coordinator. The nominations were seconded and voted upon, as well as, accepted by unanimous show of hands. During the nomination discussion, it was pointed out that the AMA Safety Coordinator deals with the safety and/or NOTAM correspondence from the AMA and not any day to day field safety issues. Per the AMA, ALL Club Officers are to act as a "Field Marshall" dealing with safety issues that arise at the field. A motion was made, seconded, voted on, and passed to adjourn the meeting. The drawing was held for the \$20.00 gift card. Al Coelho was the lucky winner.

**Respectfully Submitted Richard Myron.**

## Prepare for landing!

Someone told me once that landing is the only maneuver that we fly that is absolutely mandatory. If you think about it, this makes complete sense. We don't have to take off, but once we do, the only thing that we must do is land! So, once you have takeoff, it's a good idea to make sure you are 100% competent in landing.

The tricky part about landing is the fact that you will be flying so close to stall. Unlike full-scale pilots, we do not have an airspeed indicator and the connection to the plane that allows us to feel the stall. However, to me, landing a model aircraft is still very much a "by feel" thing. We just feel the stall in a different sense. The way we feel it is in our thumb that is on the stick that controls the elevator. As our model flies slower, the wing will need a higher angle of attack to maintain altitude. Therefore, while you are setting up for landing, if you suddenly have a need to add more and more elevator to maintain your altitude, it is time to add throttle to avoid the impending stall.

Now, let's talk about the hardest concept to grasp. When flying a model airplane, especially during landing, the concept is this: elevator controls speed, while throttle controls rate of descent/ascent. Most people believe the opposite to be true. This is painfully obvious when you are flying close to the ground and you run out of up-elevator and your plane comes crashing to the ground. The biggest mistake people make is using elevator alone to try to maintain their descent to landing. Instead you want to use throttle to slow your descent and avoid contact with the ground and elevator to slow the plane down, as it gets closer to touchdown.

Landing at different fields can add to the complexity of landing a "difficult" model. When you are landing a model that you need to focus on flying, you will want to lighten the load wherever you can. Here are a few things that I use to make things easier on my brain. The first things that I like to utilize are landmarks. When I first arrive at a new field I will take a few minutes to scan the area and look for visual landmarks. Some of my favorites are peaks of hills or mountains in the background, power poles, trees, or other things that stand out to the eye. Next is knowing the stall characteristics of the model that I am flying. Anytime I fly a new model I like to take her up to altitude once I know everything is working as it should and pull the throttle back. I then apply more and more elevator until I reach stall and see what the plane's response is. This will remove any surprises when I am on final and altitude is at a premium. These two pointers can help save a number of models if you take the time to utilize them anytime you are at a new field or flying a new model.

Of the different configurations of models, the tail-dragger plane is definitely more difficult to land well. Of course, we have to count out the “floaty” 3D models and aerobatic planes such as the Extras and Edges that are so popular.

In general, our models are not difficult to land. Even most of our “heavy-metal” warbird models are so lightly wing loaded that they really don’t qualify as a “difficult” to land aircraft. However, even though they don’t have high wing loading, the fact that many of them are tail draggers makes this the “trickiest” class to land so we will focus here.

So, what qualifies as a good landing with a tail-dragging warbird? To me, it is a nice, 2-point touchdown with no bounces and a controlled rollout. The most common mistake we make, as modelers, is not carrying enough speed when landing our warbirds. Just because the wing will fly down to a walking pace does not mean that is the speed we should land these models. Landing too slow will cause the bounces and uncontrolled rollout previously mentioned.

I will first address airspeed. I like to land my models about 5 to 10mph above stall speed. This keeps enough airflow traveling over the vertical fin and rudder to control yaw on touchdown as well as over the horizontal stab and elevator to keep enough pitch authority to minimize bouncing.

The next point of conversation is the attitude of the model. Unlike the 3D aerobatic planes we want to come in with the nose fairly level. Try to avoid coming in nose high like a jet fighter. This just leads to trouble.

The third bullet point would be the flare. Since we have ample airspeed to keep the plane flying the flare is going to be more of a leveling out. I like to flare at about 6 inches above the runway. Once I level the plane off at this altitude, I will pull the throttle back to idle and allow the plane to slow. As the wheels get to the point of contact with the tarmac I will slowly release the back pressure on the elevator lessening the tendency of the tail to drop which creates a positive angle of attack of the wings, which will ultimately lead to the model taking to the skies again unintentionally.

Once the main wheels are solidly on the ground, I focus on my rudder control and be sure to keep the model tracking as close to the centerline as possible. Finally, once my plane’s air speed is below flight speed, I will slowly add the up-elevator back in to firmly plant the tailwheel on the ground to avoid the undesirable nose over that we have all witnessed at the field. If you take the tips above and focus on improving your skills one at a time, you definitely will see an improvement in your landing skills. All of the above points have proper timing. Additionally, every model you fly will require different timing for each of the points. Be patient and work on each step one at a time with every model you fly. Eventually, everything above will become second nature and you will not hesitate to fly any new model no matter how “scary” it is supposed to be on landing. Now get out there and shoot some landings!

By Jason Benson

## December Birthdays 2014



Bruce Wood

Keith Holub

Murray Lull

Clay Dellacava

# BAS Meeting

Hobby Town Longmont  
6:30 pm

December 10th , 2014

A chance to win a \$20.00 Gift Card to Hobby Town will be given away in a drawing for members attending.

## NOTICE

With the 2014 flying season coming to a close, it's time to think about renewing your membership for 2015. Rates will be the same as for 2014 the details (and membership application) can be found on the Club website.

Please remember to include evidence of your 2015 AMA membership along with your application.

The combination on the field locks will be changed on or about 2/1/2015. The new combination will be on the back of your 2015 ID card. Don't be locked out in the cold.

Elections will be held at our next Club meeting on December 10th at 6:30 PM at Hobby Town. Why not come down and throw your hat in the ring if you'd like to shape the direction of the Club in the future?

Several of the current officers would welcome the opportunity to step down after many years of service.

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CNC Foam Cutting....  
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**Richard Myron**

**303-746-4274**

