



THE INVERTED FLYER

NEWS of the BOULDER AEROMODELING SOCIETY
AMA Charter # 906

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Ken Miller Editor # 75





Here is a photo of a Spitfire MK IX model that I took at the club meeting this month. Steve Croft built this model from a Top Flite Gold Edition kit. This is a 1/7th scale kit with a 63 inch wingspan. Steve did substantial modifications to the kit so the model would have a more scale appearance. He modified the rear fuselage, the horizontal stabilizer, elevators, rudder and landing gear geometry to match up with accurate CAD drawings that were drawn by Paul Monforton in Canada after precisely measuring several Spitfires.

Steve's model is powered by a RCV91-CD four stroke, an engine built in the UK that has a unique rotating cylinder for intake and exhaust porting. The engine's lower profile allowed Steve to mount the engine entirely enclosed within the cowl.

Steve's model is based on the personal mount of Canadian Wing Commander Johnnie Johnson, an ace with 34 individual victories over enemy aircraft during WWII. He was the highest scoring RAF ace during the war. Johnson was born in England but flew for Canadian Wings during the war. As a Wing Leader, Johnson was able to use his initials "JE-J" in place of squadron code letters.

See ya around the field!

Chester Shans

photo by Chester Shans

Secrets to Inverted Flight

Nearly all aerobatic maneuvers involve some segment(s) of inverted flight, so to keep progressing, you need to develop proficiency with inverted flight. To start, let's do away with the often repeated reference to the elevator being reversed when the plane is upside-down. It is that kind of thinking that causes people to become confused and second-guess themselves, or worse! A much simpler and more effective approach is to remember that you will always push forward-elevator during inverted flight. If the plane descends, push harder (you are not pushing enough). When it climbs, push less (you are pushing too much). The ailerons, of course, work the same whether upright or inverted.

Learning to fly inverted is also easier if you throttle back to a more moderate airspeed. Not only will you have more time to think, but a lower airspeed also will require you to push more forward-elevator to hold the plane level and thus provide a greater range of feel for the elevator. It's also smart to enter the first few attempts from a slight climb to reduce your initial anxiety. As your confidence and technique improve, you can gradually increase throttle to start achieving the airspeeds needed for aerobatics, and the climbing entry can be gradually eliminated.

The next most important step is to develop the habit of recovering from inverted by rolling upright with the aileron, especially if you become confused. In fact, rolling upright should be your response anytime you are not comfortable. In the event that you become confused, it is usually best to input aileron in whatever direction you prefer and thus more quickly upright the airplane than you would if you contemplate which way to roll and then act. Developing the habit of recovering from inverted with aileron becomes routine very quickly simply by repeating the exercise of rolling inverted for two or three seconds and then rolling back to upright.

Another crucial element during your initial inverted practice is making sure that the 1/2 roll to inverted is completed with the wings perfectly level before you start to push, because pushing with the wings banked will initiate an unintentional turn that will almost certainly lead to some confusion.

I stress the importance of maintaining consistent parallel lines with the runway during aerobatics again and again. Let it just be said that the majority of the problems that people experience when learning aerobatics would be solved more quickly-or plain disappear!-if more emphasis was placed on better positioning! Good positioning is the reason why the good guys make it look "easy" and it is what is required to be successful at the advanced level. Thus, it is wise to take the time to cement a foundation of consistently flying straight lines back and forth parallel with the runway before attempting inverted flight.

BY DAVE SCOTT



Pelican coming in for a landing on Boulder Reservoir



The all new
E-flite
Carbon-Z
Yak 54

Photo by Ken Miller

BAS MEETING MINUTES HOBBY TOWN USA LONGMONT CO Sept. 10, 2014

Meeting called to order by 2ND VICE PRESIDENT Joe Sherran at 6:30 pm. With 10 members present and 1 guest, Mr. Bob Gautreaux.

Motion by Rudy Glick with a second to the motion by Dean Ehn to accept the minutes of the last meeting as they appeared in last month's newsletter. Motion was voted on and passed.

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

1ST VICE PRESIDENT —1st Vice President Murray Lull was not present and thus there was no report.

2ND VICE PRESIDENT REPORT —2nd Vice President Joe Sherran gave no report.

OLD BUSINESS — Ken Jochim reported on the changes previously made to the solar charging station, saying that “the new equipment was providing 10 times the power as before.” Charge capacity has increased to 16 amps, whereas before only 1 1/2 – 2 amps were possible. Ken further stated that the system is definitely “over designed, working well, and will allow for growth” should the need arise. Under “No Sun” conditions, the system will now still produce 3-4 amps for charging.

Joe Sherran reported there has been no progress on getting the approval to stripe the runway and that issue is still on hold.

Further, it was announced that as Sept. 10, all imposed flight restrictions have now been lifted.

MEMBERSHIP — Tom McKinnon reported that the club presently has 92 Members, with 25 members participating in the float fly activities. One new member was noted, Mr. Jimmy Underhill. Welcome.

NEW BUSINESS — None was brought forth.

SHOW and TELL — Steve Croft presented his Mark IX Scale Spitfire representative of the one flown by British Ace “Johnny Johnson.” As always, Steve has done a wonderful job in this effort starting out with a kit, BUT then making extensive modifications to bring the end product into a higher representation of the real aircraft. Some of the improvements engineered and created by Steve in this regard were: working split flaps, and a handmade enclosed exhaust. Steve reported that the RCV 91 CV rotating 4 cycle engine equipped model, also equipped with Robart retracts, took him in excess of an estimated 500 hours to complete. We, as a Club, congratulate Steve on his excellent modeling skills and accomplishments as exhibited by this fine scale specimen. Thanks Steve.

Motion by Rich Anderson with a second by Steve Croft to adjourn the meeting.

Motion voted on and passed. The drawing was held for the \$20.00 gift card. Rudy Glick was the lucky winner.

Respectfully Submitted Richard Myron.

October 2014

Birthdays

Robert Mendelson

Bill Bancroft

Gus Carlson

Ken Jochim

Steve Van Aken

Chuck Drake

James Dimmick

Mike Gulizia



The next date's for indoor flying,
will be 10/5/14, 10/19/14, 11/2/14
3:00 pm to 5:00 pm.

Roosevelt Park Auditorium
700 Longs Peak Ave Longmont
Colorado.

\$5.00 landing fee

See Web Page for Event Lists,
Media Gallery, Members List
Local Weather Stations, Classifieds,
Club Officers, Newsletters and
Youth Training Program.

www.boulderaero.org

BAS Meeting

Hobby Town Longmont

6:30 pm

October 8th , 2014

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

Laser Kit Cutting...
CNC Router and....
Vacuum Forming....
CNC Foam Cutting....
ALL Done to order...
Quality work...

www.vicsrc.com

BAS—RC—Forum

www.TinyURL.com/BoulderRC

Will purchase "Estate Lots" or other entire
large collections of RC kits, motors,
accessories, etc for reasonable amounts.
Cash paid.

Richard Myron

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