



# THE INVERTED FLYER

NEWS of the BOULDER AEROMODELING SOCIETY  
AMA Charter # 906

**October 2015 Edition** Ken Miller Editor & VP # 87



## **BAS MEETING MINUTES HOBBY TOWN USA, LONGMONT, CO September 9th**

Meeting called to order by **PRESIDENT** Murray Lull at 6:30 pm. with 8 members present.

Motion by Rich Anderson with a second to the motion by Augie Bruno to accept the minutes of the last meeting as they appeared in last month's newsletter. Motion was voted on and passed.

**SR. ADVISOR** — David Goodnow was absent.

**TREASURE REPORT**— Dean Ehn was absent.

**VICE PRESIDENT** — Vice President Ken Miller was absent.

**SECRETARY** — Richard Myron reminded members of the upcoming deadline for the discounted AMA renewal of only \$48 for seniors.

**MEMBERSHIP** — Tom McKinnon reported, via President Murray Lull, that the club presently has 93 members, with 25 members participating in the float fly activities.

**PRESIDENT** — Murray began by reminding all members that as of September 10, all flight restrictions related to the birds are lifted.

Next, Murray opened the subject of "How we look at our community outreach" with the objective of adding in new, younger members in order to extend the Club's lifespan. A preliminary questionnaire had been compiled by Murray and was given to those members present. An extensive discussion occurred with nearly all present participating by bringing up good points for consideration. One idea that seemed to be well accepted, and thought to be feasible, was a Club Open House day at the field. Advertisement of the future event in the Boulder Camera, or other news outlets, was proposed. Ultimately, after some ideas were bantered about, the matter was tabled for future discussion.

**OLD BUSINESS** — There was no discussion under old business.

Motion by Rich Anderson with a second by Augie Bruno to adjourn the meeting. Motion voted on and passed. The drawing was held for the \$20 gift card. Al Coelho, once again, was the lucky winner.

**Respectfully Submitted Richard Myron.**

## 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 have stressed the importance of maintaining consistent parallel lines with the runway during aerobatics again and again in previous articles, and so I won't repeat it here. 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**

# Birthdays

Bill Bancroft  
Gus Carlson  
Ken Jochim  
Stephen Van Aken  
Charles Drake  
Robert Mendelson  
James Dimmick  
Mike Gulizia

## BAS Meeting

### October 14th

### 6:30 pm

## Hobby Town

\$20.00 Gift Certificate to be given away.

**BAS—RC—Forum**

[www.TinyURL.com/BoulderRC](http://www.TinyURL.com/BoulderRC)

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

[www.vicsrc.com](http://www.vicsrc.com)

## Reminder

**FIRE EXTINGUISHERS** are in the Shelter. If or when your aircraft might crash grab a fire extinguisher on your way to pickup the aircraft in case of a FIRE.

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

**Richard Myron**

**303-746-4274**