

Pilot Briefing

Mid Hudson Radio Control Society



Volume 7, Issue 6

June 2015

Upcoming Events

July 11
Walkkill Field Meeting

July 20
Board Meeting

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President's Corner

Hi Everyone,

Do you trim your aircraft for hands off level flight?????

Recently while helping a MHRCS club member with landings and airplanes control issues, I discovered that he was self-taught in flying RC airplanes and had no formal training. He was flying with a nice new Spektrum DX9 radio but knew very little about using the computer radio to tame his airplane.

I talked with him about using Dual rates or the Exponential features and he did not understand their intended usage. I then worked with him to set up a dual rate & use the Exponential feature to help make his flying smoother. His next flight with these setting showed a vast improvement in his flying, however I could still see that he was struggling with the aircraft. He was flying a nice ParkZone T28 which is an inherently stable plane but he was having trouble with controlled landings. I again asked him a few things about his aircraft setup like C of G location, etc.. Then asked if his plane was trimmed for straight and level flight.

His answer shocked me. His answer was in the form of this question What do you mean by hands off straight and level flight??? I did a quick test flight before he flew again and found the airplane grossly out of trim. The airplane would nose dive at a 45 degree angle to the ground when a hands off flight test was done. The airplane required 8-10 clicks of up trim and about 5 clicks of right aileron.

I trimmed the aircraft and landed. Then this pilot proceeded to take the airplane up for a flight and WOW, what a huge difference in his flying. It was like someone else was

flying the airplane. I now understood why he hated to do landings. Every time he would relax a little on the up elevator he was holding to keep the airplane flying level, the airplane would immediately nose dive towards the ground.

There are very few airplane that fly poorly. I have run across a few in my years but most airplanes if trimmed properly will fly reasonable well. You should not be fighting the airplane the entire flight. If you are, something is wrong with your setup and a hands off trimming is the first step in determining if it is you or the airplane.

Best part of this whole exercise was how much smoother this pilot was flying by the end of the day. He went from doing ocean wave landings to greased wheel landing in about 4 flights. His confidence went way up and now is not afraid to land.

Every pilot should perform a hands off level flight test the first flight of a plane every day. By doing this it insures that you are not fighting the aircraft. All that is required is to level the aircraft for level flight and relax your fingers on the sticks.

In 2 or 3 seconds you will know if the aircraft is in trim. Most of us do this and take it for granted.

This is a lesson for both the seasoned pilot as well as new pilots. The lesson I learned from this was not to assume that every new pilot to the RC hobby has received formal training like we teach here at MHRCS. If you see someone struggling, sometimes you have to go back to the basics before you can find a solution. Don't overlook the obvious.

I am 58 and have been RC flight instructing since 14. This was an eye opening experience for me.

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President's Corner continued....

This club member is now well on his way to being a much better pilot. If I had not questioned this pilot he would have been a struggling pilot for years before someone else like me starting asking questions of him. Dont be afraid to help the new RC pilot.

Warren Batson
MHRCS President

Upcoming events:

Walkkill Field meeting.

The July field meeting is Saturday July 11 at the Walkkill field. Flying starts at 8am, meeting about 11am, and lunch at noon.

Safety - Check

AMA safety code requires your engine to cut off under fail safe. You can check it by securing your aircraft, turning on the system, starting the engine and then turning the transmitter off. The engine should stop and all servos should go to their fail safe position that you have selected way back when you first set up the aircraft. Chances are if you rebound the system you lost your initial settings.



Rob Van Der Meulen's P-38 maiden

This video was taken by Kevin Breen. He uses "Dash5n" as his moniker on youtube.

When you check this out, subscribe to his channel and you'll get all his videos.

https://www.youtube.com/watch?v=5U7_6sceXyc

Float Fly May 16th

I left at 8:30 am in the morning in the pouring rain and headed up to Lake Taghkanic for our annual Float Fly. I was driving along in the rain wondering if anybody would show up this year for the rain was coming down in sheets. Approximately 8 miles from Lake Taghkanic all of a sudden the sun came out and the road was dry and it remained like that all day up there.

Twelve people showed up for the float fly, six from our club and six from other clubs. I checked to make sure that they were all members of the AMA. From our club the following members were present. Joe Klein, Ron Knapp, Otto Loorents, Rick Rizza, Rob Schulze and myself. I didn't get all the names of the people from the other clubs but Jesse Aronstein always shows up.

The weather was absolutely perfect for flying off the water just enough breeze to break the surface tension. Everything went well except for one little problem with a mid air collision, no names mentioned. The best part was that there were very few people or boats fishing there this year so we had the whole beach for flying and RC boats. A good time was had by all.

Jerry Rohling

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Merlyn's retracts

This is Merlyn's latest, a very large and heavy twin Cessna that is causing him grief. Its a lesson in overcoming adversity and perseverance.

<https://www.youtube.com/watch?v=2vUPkF2z-5o&feature=youtu.be>

Killerplanes

At the August meeting at the Walkkill field, we will be joined by Steve Laughlin and Denise Edkins. They operate an RC plane company 'Killerplanes' in New Paltz, right in our backyard.

Steve developed techniques to beef up foamies using carbon rods and tubes, their marketing term is 'crashproofing'. You can think of it as making foam airframes very rigid, making them very crash resistant and improving flight characteristics. They will tell us about their company, their planes and techniques, and bring planes to see and demo. Denise is an excellent videographer, producing some of the best flight movies on youtube. You can check out their website www.killerplanes.com and come equipped with questions."

Rich Kleinhenz

Assembling a P-47

Answers your questions on how the USA got the fighter to Europe in WWII.

<https://www.youtube.com/watch?v=V2D3k0sJ8HM>

Making a Plug for a Fuselage

I understand the process up to the point of joining the halves, I'd like to know how they get inside with the tape and epoxy when putting the sides together. If you have a link please send it.

<https://www.youtube.com/watch?v=20aNPDAcvYM>

Dual power system

<http://www.rcuniverse.com/forum/electric-pattern-aircraft-385/11618260-esc- bec-backup-power.html>

Comments, Questions, Suggestions, Stories?

Send an email to: news.editor@mhrccs.com

