

The Skystreakers R/C Club



# The Thrustline



AMA Chartered Club 1165

[WWW.Skystreakers.org](http://WWW.Skystreakers.org)

June 13 2011

Summer meetings held at the Skystreakers field, 2<sup>nd</sup> Wednesday of the month at 7 pm. During a brief break in training, come and join in and lend a hand, novice night has been busy.

## Next Meeting July 13, 2011

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## ANNOUNCEMENTS

**The OPEN HOUSE** was a huge success!! The club was recognized by the A.M.A. And got great feed back from the community. The concessions, hat and t-shirt sales were great. We had people flying on buddy boxes, flying a simulator and watching excellent flight demonstrations. The turbine flown by Jim Baker was a huge hit, thanks Jim, nice job. Every one who helped deserves a huge pat on the back and a big thank you. This open house generated a handful of new memberships, great job all!!!

**Pylon Racing** (Club 40) is under way, not sure of the standings. For more information contact **Charlie Comeau**. The open and war-bird classes have had limited participation.

**Trainer Night** is in full swing, we have a lot of new pilots and training has been busy to say the least. Last week all four pilot stations were busy most of the night. Make sure you thank your instructors. **Steve Nason** our training officer has done a great job coordinating novice training. **Dave Snowman** has earned his wings. Dave got his wings on a very windy day. Great job. It looks like we have some other pilots that are almost ready to solo, good luck.

**Welcome, to all new Members!**

### Tips & Tricks

Trick to using Robart pin hinges

I was installing Robart pin hinges on my T-34 Mentor. I can never get both sides perfect ... no matter how carefully I measure, so I came up with a neat trick to make them perfect. On the stabilizer (in this case three hinges on each side) I mark out where I want the holes, then I clipped off ¼ inch of T-Pin tip and, using pliers, push the short pin into the stabilizer where I marked. I left about 1/8 inch or less sticking out (either end works, but I pushed the pointed end into the stabilizer). Next I made sure the elevator was perfectly aligned with the stabilizer then pressed the two together. The pins left a mark on the elevator (or rudder) where to drill the holes. I guess you could use the same method with CA hinges. Dave Raczka, Brauer's Aviators, Pendelton, New York



# Improve Your Flying Skills at

## Home: Part 2

by **John Burdin**

In Part 1 we looked at a brief history and overview of the RC Flight Simulator as it relates to all levels of RC pilots. The single biggest benefit with an RC flight simulator is that all of this can happen on your schedule and while you're at home.

As we learn to fly, and our skill level and confidence increase, we all develop certain habits and tendencies. To help illustrate this, just take a look the next time you are at your local flying site at several pilots and watch them. Chances are they will fly basically the same flight pattern during most of their flights. Habit, habit, habit, and possibly some are missing skills. Notice how many of your friends can actually do both a left- and right-hand landing pattern. What about you?

The desired result from RC flight training is for you, the pilot, to be able to make your model go where you want it to go, and do it with confidence. Like most things we do, the more we practice the more confidence and skill we gain. Using a flight simulator at home could be the answer to making your days at the field more enjoyable and less terrifying.

There are many things that one can practice while on a flight simulator. If you are a "newbie" and you are happy to get your new ship up and back on the ground in one piece, there is obviously some work to. At this level some basic training is still needed, and don't be bashful about asking for help from your club instructors. This is also a great time to get on the flight simulator. Here is where you can practice your takeoffs and landings from the right and the left.

Try flying a large rectangle around your flying site maintaining altitude, keeping your model going in long straight lines, turning nice 90° corners, and doing this in both left-hand and right-hand patterns. This is making your model go where you want it to go. After doing this on the flight simulator, do it at your flying site. If you don't have a flight simulator this is still a great objective to work for. This format can also be used to complete figure eights and 360° circles in front of you from the flightline. These exercises are critical to gaining confidence and an increased skill level during the early stages of your RC flight training.

Now that you are getting in the groove, and having fun, it's time to learn some basic aerobic maneuvers. How about a simple loop or a single roll? You probably don't need a flight simulator for these maneuvers, but you may want to perfect them on a simulator. From there let's try Knife Edge flight. How was that the first time you tried it with your model? Maybe we do need to go to the simulator to learn this maneuver so it makes it a lot less stressful when you try it again with your actual model.

From basic and advanced training let's try some more complex maneuvers. Let's try a slow roll, and a four-point roll. These two maneuvers require that you move both sticks in various directions at the same time. Yes it is confusing, and I have always advised pilots that it is tough to learn these maneuvers in the air. Because of the coordinated movement required with both sticks, this is a perfect opportunity to get in front of an RC flight simulator.

I remember when I was attempting to perfect the stick movements for both of these maneuvers many

years ago. I could do them, but it was a mess! So I took my transmitter and sat in my favorite chair while watching TV. That's right, I closed my eyes and visualized my model and moved the sticks. I did this numerous times until it became routine, and when I tried it at the flying site, it was obvious that the off-site practice paid off. This was my preflight simulator, and today one may do this while flying on a simulator, and when it's time to go to the flying site, your confidence will be greatly increased and your skill level will soon follow.

Flying full-scale aircraft it's all about the seat time. Flying RC models it's all about stick time, and an RC flight simulator may save you time and money while dramatically increasing your "Fun-O-Meter" reading! Q

## **Propeller Safety**

Respect and alertness are mandatory if you want to keep all your fingers. If you continually ignore safety, you or someone close to you will be injured eventually. By adopting good safety practices we can minimize risk and enjoy our wonderful sport for many years.

The most destructive type of propeller injury, aside from being struck by a flying aircraft, is when the engine is operating at or near full throttle. At full speed, a .40-size, two-stroke engine with an 11 x 6 propeller can generate as much power as a 10-inch table saw. Just as a table saw demands your respect and attention, so does an aircraft propeller.

Before you mount your propeller or even start your engine, you should take a moment to review some basic pre-flight recommendations for propeller safety.

### **A note from the editor,**

I hope every one is enjoying the summer, the weather has not been that great but I have still managed to get In some good flying. How about you? The wind seems to be blowing more often then not these days, and if you want to fly you have to cope with it or stay home. Don't let the wind intimidate you, get out and play in it, it is great practice and believe it or not it can be fun. I have had more problems on calm days than on windy days, I think it's because I am more attentive and up on the sticks anticipating the winds next move.

I have had some bad luck this past month, I have lost two air craft to pilot error. I know of a couple other pilots that have lost planes this month for one reason or another. "It happens" and it does hurt our pride and wallet, but for some reason we keep coming back for more. Why? Because we love the hobby. Don't get to disappointed after a crash most of the time the plane is repairable, get it home and look it over, how bad is it? Can you fix it? I bet you can. If the air frame is junk, strip it, save everything you can. Before you throw the air frame in the trash ask a club member if they want it. Don't be to mad if you see it flying at the field next week, LOL.

Until next Time, **HAPPY FLYING.**