

Middle Point R/C Flyers



June 2018 Newsletter

Upcoming Events:

- TBA-Veterans Fun Fly – Murfreesboro, TN
- July 5 – Membership Meeting
- August 2 – Membership Meeting
- August 11 – National Model Aviation Day Charity Fly-In – Club Field
- August 24-25 – MTRCCA Fall Fly-In – Dickson Airport
- September 6 – Membership Meeting
- October 4 – Membership Meeting
- November 1 – Membership Meeting
- November 3 – MTRCCA Swap Meet – Antioch, TN
- December 7 – Membership Meeting
- January 3, 2019 – Membership Meeting
- February 7 – Membership Meeting
- March 7 – Membership Meeting

Prez Sez:

It sure is starting to get hot outside. Thank goodness that we installed the carport when we did. It has definitely come in handy on the days that I've been out to the field.

On June 9, the Middle TN R/C Clubs Association held its 13th Annual Fellowship Fly-In at the Music City Aviators field located at Peeler Park in Madison. The weather really cooperated this year. Although the overall pilot turnout was good, the turnout of MPRCF members could have been better. Hopefully we'll see a better club turnout for the remaining Association events. It's important to keep in mind that it isn't necessary to fly at these events to have a good time. In fact, I took my plane out of the van but didn't end up assembling nor flying it. I still had a great time watching others fly and hanging out with friends. While our club benefits financially from these events, the most important benefit that we gain are the friendships that are formed with other clubs' members. I hope to see you at future Association events, the next of which is the Association's Fall Fly-In being held at the Dickson County Municipal Airport during the weekend of August 25-26. There is a flyer for this event later in the Newsletter.

On June 2, the Cumberland Flyers R/C Club hosted an Open House Fly-In at their new field in Cedar Hill. Unfortunately, I couldn't attend but I heard it was a good event. Congratulations to the Cumberland Flyers on their new field.

Continued...

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June Meeting Minutes:

The meeting, held at the field, was called to order by Dan W. @ 6:17pm. There were 17 members present. There was 1 guest.

The May meeting minutes were accepted as published in the Newsletter.

The May Treasurer's report was read and accepted.

There was 1 new members added since the last meeting.

Thanks went out to Dugger K. for volunteering to do the grilling for the meeting.

Old Business:

Upcoming local events:

- Association Fellowship Fly-In – June 9 – Peeler Club Field
- Warbird and Classic Fly-In – June 16 – Cane Ridge Field
- National Model Aviation Day Fly-In – August 11 – Club Field

AMA Grant:

We received 100% of our requested grant amount. We have monies left to spend through April 2019 to cover the grant or we repay 10% of the unspent amount.

Continued...

Prez Sez (cont.):

On June 16, the Middle TN R/C Society held their Warbird and Classic Fly-In at Cane Ridge Park in Antioch. I was able to complete the assembly and maiden of my FW-190 so I was finally able to participate in a warbird event. The fly-in was a good event with great weather, a good turnout of pilots, and a good variety of aircraft. The highlight for me was the two-on-two Axis versus Allies flight. The Allies were victorious since Tim D. had the only airplane able to taxi back under its own power; all the others had gear problems. Bis zum nächsten Mal!!

On Saturday, August 11, our club will host at our field a National Model Aviation Day Fly-In for Charity. We will be raising funds for the Disabled American Veterans. This event is co-sponsored by the Middle TN R/C Society (Cane Ridge Club) and the gross proceeds will be donated to the DAV. There will be more details coming. There is a flyer for this event later in the Newsletter.

John D. has been evaluating a battery cooling system for the solar charging station and it looks like it is working well, even in this heat. If all the readings remain below the maximum temperature that John has established he plans on hooking up a couple of 12-volt truck batteries that are on loan to test the output circuitry. If that checks out, then we will install the solar panels on the container roof and hook-up the charge circuitry. If all that checks out, we will install the permanent solar batteries and then we will be done with this project.

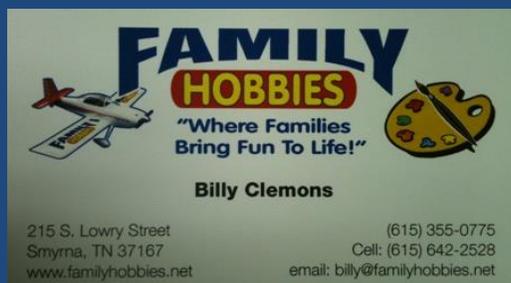
In anticipation of the solar panel installation, and to aid in the cooling of the container, Jim P. and I painted the container roof. It was better to paint it before the solar panel installation rather than risk getting paint on the panels. We plan to paint the rest of the container soon.

At the time of this writing we are planning to host, at the club field, residents of the Tennessee State Veterans Home in Murfreesboro for a day of flying, show-and-tell, and education. This is planned for Wednesday, June 27. A weekday is necessary due to the availability of transportation for the residents. We are also planning a cookout for those attending. Many of the residents have flown model aircraft in the past, and many are former Air Force veterans, all of whom have an interest in aircraft. This is a great opportunity for the club to give back to the community and to give back in some small way to those veterans who have done so much for us.

At the June meeting Dougger K. volunteered to grill hamburgers and hotdogs for the members. Dougger did a great job even going all out by bringing some great tasting pasta salad and his special hotdog sauce. Thanks Dougger!!

Well...that's it for this month.

Dan



June Meeting Minutes (cont.):

Field Development/Maintenance:

Completed since last meeting:

- Burned all debris in small field
- Removed most stumps from fence line
- Put new carpet on starting stations
- Fire extinguisher purchased (in the container)

Remaining:

- Remove remaining stumps in runway
- Remove rocks and other debris in east runway perimeter
- Install giant scale starting stations
- Install sign with field's address and emergency responder phone numbers; Dick T. to have sign made after details are finalized – maybe have an exterior waterproof display case? Include AMA Safety Code within?
- Fix Runway area erosion and seed (\$2,500 budget left)
- Add "X" to runway ends (do after erosion control is complete)
- Fix drainage at the entrance and field gate area – PARTIALLY COMPLETE
- Add rock to entrance and carport area
- Relocate pilot stations
- Mount first aid box under charge station and mount fire extinguisher somewhere outside
- Paint container

Well Testing:

We had the well looked at and it was determined that a new pump was needed as well as electricity to run it. A generator is not a feasible option. Since the cost would be nearly \$5,000, this option will not be pursued.

Airplane Setup for Gerry R.:

Have an e-Flite 1.2m BNF T-28 with three batteries and charger. Will be presented at the next meeting if Gerry is available.

Charging Station:

Batteries and all electronics have been purchased. Charging shelf with electronics has been installed. Need to evaluate the battery cooling system before the installed location for the batteries is determined. Then the panels will be installed and the connections made.

Continued...

June Meeting Minutes (cont.):

Garage Port:

The 18' x 26' 7' high garage port has been installed. It came in under budget. We will need to add rock to the grass area. Will do that when we add rock at the entrance area.

TN Veteran's Home Presentation/Field Visit:

The TN Veteran's Home asked the club to make a presentation to their residents and to allow them to visit the field. Dick T. and Doug H. volunteered to handle the details. It was decided that June 27 (Wednesday) would be the target date for hosting the veterans. Dick T. and Richard R. will handle the details.

New Business:

NMAD Charity:

The Cane Ridge Club will survey its members to suggest a charity, which will likely be the DAV. The MPRCF members agreed that a veteran's organization should be the recipient. The final charity will be determined in consult with the Cane Ridge club.

July Meeting Location:

The July meeting will be held at the field.

Carport and Container Lighting:

A discussion was had regarding the installation of lighting for the carport and container. Tim D. will explore if the LED strip lighting will work for either application. If not, we will explore self-contained solar or other DC lighting options.

Meeting adjourned at 7:38pm.

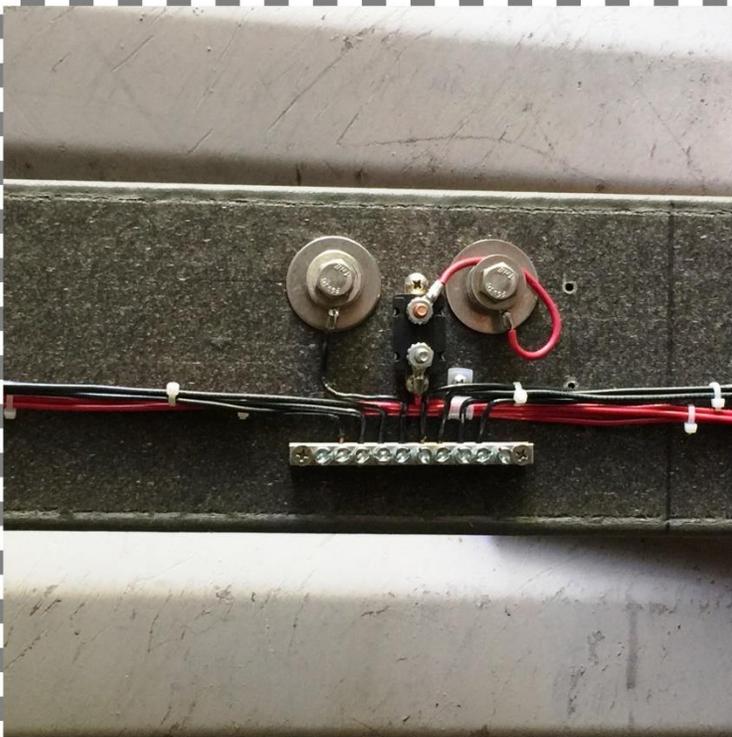
Photos from Field June '18



Club Meeting !

July 5th 6:00 PM @ Field

Field Improvements June '18



Do you, or your workplace, have unused metal shelving that could be donated to the club? We need shelving of any size for inside of the container to keep things organized. If so, let us know at mprcflyers@gmail.com.

Thanks!!



The container divider has been installed. Now...if we only had shelving to organize this mess. Hint, hint.

Middle Point R/C Flyers Middle TN R/C Society



Murfreesboro, TN Saturday, August 11

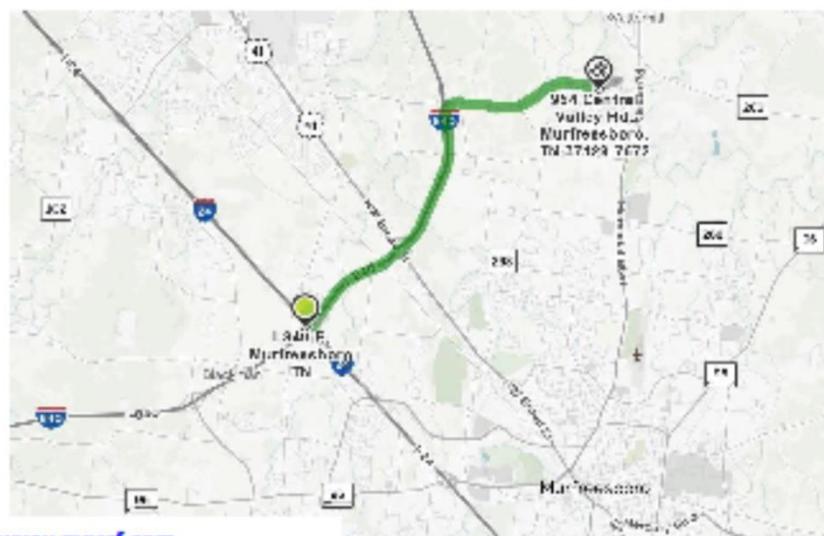


Model Aviation Day Charity Fly-In

Open to fixed-wing, rotor-wing, or multi-rotor. Sorry, no turbines.



- All proceeds donated to the Disabled American Veterans (DAV)
- Landing fee - \$15
- Open to any aircraft – fixed-wing; rotor-wing; multi-rotor. Sorry, no turbines
- Pilots' meeting 9:00 am
- Concessions available (all sales to charity)
- Door Prizes
- AMA Membership is required for all pilots
- Spectators welcome. Free admission



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Directions:

From I-24: I-24 exit 74B for I-84 East toward Lebanon/Knoxville. East on I-84 for 4.5 miles. Take exit 57 for Sulphur Springs Road. Turn right onto Sulphur Springs Road. At the stop turn left onto Leanna Road. In 1.0 mile continue straight onto Leanna Swamp Road. In 1.3 miles continue straight onto Central Valley Road. In 0.2 mile, at the bend, the MPRCF field is on the left. Look for signs. Due to the lack of shoulders on the back roads please drive carefully.

For more information: Dan Wandel (615) 439-8554 (please leave message) mprcflyers@gmail.com

MIDDLE TENNESSEE R/C CLUBS ASSOCIATION

13th Annual FALL Fly-in

25 & 26 Aug. 2018

Dickson County Municipal Airport

2372 Sylvia Rd Dickson, TN



This event is for **ALL AMA Member Pilots** and All AMA Safety Code compliant R/C Models Including Turbines
Electric, Gas or Glow - all are Welcome.
Foamies To Giant Scale! Primitive Overnight camping

- \$20 Landing Fee
- Great Door Prizes
- Food Truck Concessions
- Registration @ 7:30 - Pilot's Meeting @ 9:00
- Register / pay On Line mtrcca.org
- Contact Dick Tonan For Additional Info dtonan@mac.com

Article

RC Airplane Flight Tech: 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 down, 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.



With a tricycle gear you can afford to bring the nose a little higher without worrying about losing control of the model once on the ground. We will try to cover this in a future article.

MAKING LIFE EASIER

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.

DIFFICULT-TO-LAND MODELS



Although it’s not a warbird, you can use the steps in this article to help increase your success rate when landing aerobatic biplanes like the Checkmate pictured here.



Notice the nose level attitude while landing this warbird. The increased airspeed helps to maintain rudder authority on touchdown.

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.

FINAL WORD

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