



THE TRANSMITTER

MONTHLY PUBLICATION OF THE

DAVENPORT RADIO CONTROL SOCIETY

AMA CHARTER 1458

Presidents Report

Looking to 2004

January 1st is the annual DRCS chilly (chili) fly out at the Scott County Park (Kroeger) field. This event usually starts around 10:00 and runs until the chili or fuel is gone, which ever comes first. With a space heater or two, a wind block if necessary and some good hot chili and cider the whole experience is a good time. The weather for this event is a little far off to predict but I am hoping for 50+ degrees bright sunshine and calm winds.

Our annual swap meet is on February 10th at the National Guard Hanger in Eldridge. Last year this event was canceled because of the deployment of the men and women stationed at this site. These troops have since lost Sgt. Paul Fisher, 39, of Marion, Iowa and Chief Warrant Officer Bruce A. Smith, 41, of West Liberty when their CH-47D Chinook Helicopter was shot down outside of Baghdad. Several others have been injured. I would like to suggest that we put out a jar for donations to the families of these men.

The Mall Show will be at Northpark Mall on March 2nd. The turnout for this event in the past has been terrific. Last year we had trouble finding room for all the airplanes. I will bring a computer with Realflight Flight Simulator for people to try out. I am hoping someone will offer a display they can bring to use with it. The computer is light enough but the monitor is a pain to drag around.

Our October program covered the High Flight Education Fund and the R/C Aircraft Days. This program targets 1318 year old youth and demonstrates the primary components of flight using remote control aircraft as a model. Bud Miller and Dave Snell have come up with an outline "Introduction to RC Flight" for use with this program. We will be looking for volunteers to help with this program next year. Larry Newbery kindly donated an aircraft to help with the effort.

The last scheduled event for 2003 was the night fly on October 17. The weather turned out to be great. The night air did me no good and I spent the rest of the weekend trying to get back to some sort of healthy state. After three trips to my doctor and a referral to an allergist I found out I have eosinophilic non-allergic rhinitis. That's the easy part, this two month long illness gave me asthma. After trying three different drugs for the asthma it is getting better. I now have a much better appreciation for what people suffer through with asthma, it sucks!

The November meeting topic was on airborne wireless cameras. Brad Utter gave the presentation. Brad brought examples of both black and white and color cameras that can readily be installed on many aircraft. I started looking for information on the internet about airborne RC wireless systems and found many companies are now marketing systems. Prices seem to run from about \$200 to \$2000 or more. Distance and features seem to determine the costs. Some of the web sites I found were: <http://www.x10.com/> <http://www.hicam.com.au/> <http://www.wirelessvideocameras.com/> and <http://www.rc-cam.com/> There are many more sites. Some aircraft have been set up as remote piloted through the onboard camera systems. These require an onboard autopilot capable of flying the aircraft back to the takeoff point should the camera system fail. This is getting to be a lot of onboard electronics and \$\$\$.

The next meeting is on Monday December 8th at 7:30 PM at the Deere Wiman Carriage House. We are STILL looking for a "few good men" or women interested in providing a program for the club meeting. Please contact Phil or me if you would like to do one of the programs, or just have an idea about one. Any help would be appreciated. Mike Nightingale offered to let us come see his homebuilt RV9A for a future program. At this point December's program is up in the air, so maybe all you guys would like to bring your winter projects in for show-off and tell-all for the program.

Phil's annual Christmas light display will soon be illuminating the skies of Davenport. The lights are controlled by a home built computer interface and are operated by software written by Phil. Marsha now has Phil's house on the list of Christmas light displays we must visit. See it at 237 West 46th Street in Davenport. Take Brady or Welcome Way to 46th Street, turn west and go to the intersection of Harrison and 46th. I hope everyone has a great Christmas and that the new year brings you all health, wealth and happiness.

Finally, I would like to remind members that this year we will enforce the \$15 initiation fee after January 30th. Our current By-Laws provide for this. Removing and adding members to the list increases the chance for mistakes and it eats up a Saturday afternoon pretty quickly.

See you at the meeting!

Bob

MINUTES OF THE 10 NOVEMBER 2003 MEETING

The meeting was called to order at 7:37 by President Bob Miller.
The Treasurer reported an operating balance of \$5293.83.
The minutes were read and approved.

Old Business

Night Fly - There were 9 planes and 3 helicopters flown this year, with at least 53 cars worth of people present.

New Business

Dues Reminder - The dues are due by the January meeting and you will have to repay the initiation fee if you wait past January 30th.

Programs - As always, programs are needed. Otherwise Bob is promising to bring in pictures of his grandchildren.

Young Eagles - Bud Miller and Dave Schnell are working on a program for the RC Days portion of the High Flight project. They've come up with a three part program with a lot of hands on. Newberry Hobby has donated a complete ready to fly trainer aircraft and radio setup. As the program comes together, they will need pilot/instructors to help out. The High Flight project is also looking for a table at our Mall Show.

Dave Gish - Former AMA District VII AVP for Iowa Dave Gish passed away recently.

AMA Numbers - Phil Vernon is looking for AMA numbers from a few members to update the roster.

Swap Meet - The date will be 8 February 2004, if the National Guard Hanger is available.

Program

Brad Utter showed a 2.4 gigahertz video system he's flown. It's something he came across in his security business, and the airborne components total less than 1 pound.

Show and Tell

Bud Miller unveiled his new DC-3 built from a Top Flite Masters kit. It's modeled after one that flew out of Christchurch to Antarctica to establish the South Pole Station. The Cool Kiwi is powered by two .40 Magnum engines. Control functions are throttle, rudder, ailerons, elevator, flaps, and Robart gear.

Scott Glauzel and Don Brick showed a pair of Heinkel He-100 night fighters. Scott built both aircraft from Ziroli plans. Scott's is powered by a Magnum .61 while Don's makes do with a .40.

Will Brandt showed his new Hanger 9 Funtana. He's using a Super Tiger .90 for power and says that it's a really nice ARF.

Jerry Newsum showed the Pheonix ARF he's built as the latest home for his Saito .56.

The meeting adjourned at 8:18

DRCS HELPER LIST

Individuals needing help with their airplanes are invited to contact the helper of their choice by phone. Otherwise they should arrive at the meeting ahead of schedule or stay on after the meeting to get the advice they need from the helpers available at the meeting.

ENGINES: Installation, running, troubleshooting.

Bill Whetstine	289-4329	LeClaire
Phil Vernon	386-8205	Davenport

BUILDING: Assistance with choice of model, buying accessories, and actual construction, up to the point where the model is declared ready to fly.

Dave Tucker	787-6449	Milan
Frank Lang	391-5297	Davenport
Les Schjelderup	799-5678	Coal Valley
Harry Alter	332-5297	Bettendorf
Bill Whetstine	289-4329	LeClaire

INSTALLATION: Assistance with correct/safe installation of engine, tank, radio, pushrods, and setup of throws and controls.

Bud Miller	323-8865	Davenport
Frank Lang	391-5297	Davenport

CHECK-OUT FLYING: This involves assistance with the first flight. Pre-flight checks, performing of a complete inspection and assistance with post flight changes needed.

Bud Miller	323-8865	Davenport
Phil Vernon	386-8205	Davenport

FLYING INSTRUCTION: This is the traditional teacher/coaching program of training a novice to fly solo.

James Glaser	359-3055	Bettendorf
Bill Stinocher	324-2481	Davenport
Bob Miller	386-4756	Davenport
Bud Miller	323-8865	Davenport
Harry Alter	332-5829	Bettendorf

HELICOPTER INSTRUCTION:

Bill Franck	388-9752	Walcott
Jim Merritt	285-4284	Eldridge

Classifieds**Global Freestyle**

.40 size 3D / Pattern Plane,
Never crashed. Airframe only. \$125.00
Contact: Dave Varner 309-269-9534 or email
dran42@mchsi.com.

PT-17 1/6th scale

5 servos, 63"span, completely built and in ARC form. The front end of fuse is glassed. All hardware needed is included. Can be finished with a cowl or dummy radial. Original plans and decals included.

Pylon racing T-6

4 servos, K&B .40, 54" span Completely built and finished. Has been flown but never crashed. This is a Wing Manufacturing airplane.

Hobbico P-40

62"span Flies great with a .60 2 stroke. Some damage to cowl.

For all above contact Will Brandt at (309)-521-8810 or e-mail bkids@theinter.com

Ace Ultimate Biplane

Completely built and ready for your radio and engine. Never flown. \$75.00 OBO.

Contact: Frank Lang 563 391 5297 or email
flier1987@msn.com

Home Paint Booth

Ideal for keeping your planes pristine while applying a finish coat of paint. Approximately 36" cube with exhaust.

Contact: Bud Miller 563 323-8865

Modeltech Magic

OS .40 FX, Aftermarket Sport Muffler, APC Prop, Aluminum Spinner, Futaba Receiver battery, 4 - Futaba S3004 Servos. \$250.00

Contact: Travis Schaeffer 563-386-4212

Hanger Nine 1/4 scale 540 Edge

180 Satio, aluminum spinner. Flown maybe 12 times. Many other items included. No radio or servos. \$499.00

Contact: Mark Chronister 309-755-5743

Torque Rolling Tips

by Serge Daudelin
Stolen from RC Universe

Torque rolling is like any other aspect of flying, it takes time and practice to become proficient and how to do it is one of the great debates of the hobby. Ask ten people and you'll get ten different answers. With that in mind, I'll attempt to explain issues with torque rolling that I find important to understand.

There are several myths rolling around, things like, "You need Gyro's", "You need a tail-heavy plane", "Huge surface throw is key". Well, that is not the case. In the hands of the right person, virtually any plane with a power to weight ratio of greater than 1 – 1 can torque roll. One of the elements that really helped me was coming to the understanding that there is an attitude where the plane will just sit there going round and round with virtually no input from the flier. What is important to understand is that at the correct attitude, the thrust of the prop disk is in balance with the canopy to bottom of the plane CG. Remember this, because if you find that attitude, you will not need large throws, you will not need a rearward CG and you will not need Gyros. The plane flies itself. On most planes, that "Sweet spot" is with the plane slightly tipped back. A very common problem I see with people learning to TR is that they blow the entry, never find the above balance and end up using huge throws chasing the plane around the sky. This is the slow way to learn to torque roll.

The first thing to do is find the attitude where the plane will torque roll by itself. This will require that you visually learn what that attitude looks like, learn where the stick positions are to hold that attitude and where the throttle needs to be to maintain altitude. Start by pulling to vertical from low speed level flight. Do this on low rates. When you pull to vertical, roll the plane so the canopy is towards you reduce the throttle so the plane will stop climbing. As the plane comes to a stop, gently add in throttle so the plane is not climbing and not dropping. With the sticks at neutral, simply watch which way the plane goes. You want to be in the mindset of an observer. You are not trying to torque roll, you are merely observing. This will do two things.

It will help you to understand what is going to happen and by not trying to do an instant torque roll; it will take the pressure off you allowing you to learn. The plane won't stay hanging more than a second or two, what you are trying to find is the exact entry angle that allows the plane to hang longest and what the throttle setting is to hold the plane from climbing or falling. What you will more than likely OBSERVE is that the plane falls out to one side and to the belly most of the time. With this knowledge, enter the maneuver again and add in a little correction as the plane comes to a stop.

More than likely the correction will be a little up elevator and right rudder. The important thing is that you are not trying to catch the plane as it falls out, you are trying to find the place where the plane won't fall out in the first place.

Focus on the canopy region on the plane not the tail and make sure you have the largest diameter and lowest pitch prop your engine can handle.. Do not practice too high. It's a risky maneuver. You need to accept this and go for it. If you are too high, you cannot see the detailed movements. Focus on the canopy region on the plane. Smooth throttle management is a must. You need to be able to hover at 75% power or less. The reserve power is power needed to bail you out should you need to. If the plane starts rolling fast, it is because it is doing one of two things. It is falling out of the maneuver or it is not maintaining altitude. Add in throttle and observe the attitude change in the plane.

Once you have mastered the entry, the plane will probably hang for a moment or two and start to rotate. As it does, it will almost inevitably fall out of the maneuver as soon as it has its back to you. The thing to remember here is that you are not trying to tune your reactions to catch the plane. You are trying to observe the planes behavioral traits. This will allow you to predict attitude changes before they happen. It will give you time to react and react in the correct way.

Again, you are trying to learn the attitude where the plane will go by itself. You are trying to find the position of correction that will allow the plane to go round by itself. Think of it this way. When you fly your plane in level flight, you set the trim so it isn't rolling or climbing. You set the trim so it holds heading. In a torque roll, you do the same thing but holding in small inputs on the sticks that becomes your neutral point. Once you find this attitude and the sticks neutral point, the torque rolls will happen by themselves.

Some modelers use gyros to assist in 3-D maneuvers. In the torque roll, the use of one or two gyros (on the rudder and/or elevator) will help control the plane in the hover position. The plane will fall-out from the hover slower when gyros are assisting the controls and thus will be easier to recover.



DAVENPORT RADIO CONTROL SOCIETY



Join us New Years Day
Kroeger Field, Scott Co. Park
10:00 a.m. - ????



Chili Fly 2004!

Bring:

- Something good to eat
- Something to fly
- Warm clothes, shovels, heaters...

Start the new year right, spend the day flying!
Everyone is welcome!

**DAVENPORT R/C SOCIETY
OFFICERS**

President: Bob Miller (563) 386-4756
Vice Pres: Kent Rockow (563) 388-2011
Secretary: Harley McClure (563) 359-4167
Treasurer: Mike Smith (563) 386-5424

BOARD OF DIRECTORS

Phil Vernon **Dave Snell**
Jim Merritt **Bud Miller**

NEWSLETTER EDITOR
Phil Vernon

Webmaster
James Glaser
Phil Vernon

Next meeting
Monday- December 8th
7:30 p.m.
Deere Wiman Carriage House
817 11th Ave.
Moline, IL

Visit us on the web
www.davenportrc.org

Davenport R/C Society
Phil Vernon
237 W. 46th Street
Davenport, IA 52806



To: Name
 Address
 City