

WINDY FLYER

AMA Charter | Club 279 | Downers Grove, Illinois

From the President

By Tim Mercier

With the arrival of spring, we're greeted by some beautiful days, though, regrettably, the persistent winds have largely kept our planes grounded. Despite this, a handful of us managed to seize the opportunity this week for some flight time. My own experiences recently underscored a vital message for us all: the importance of thoroughly checking our equipment. This season, I discovered two batteries showing signs of bulging from storage, encountered a motor that ran backwards due to some winter repairs, and found some significantly misaligned trims.

Please review the "Did You Know?" Column for a good list to follow.

(Continued on page 2)



Woodland Aero Modeler's Flying Field at Waterfall Glen Forest Preserve, Lemont, Illinois

Did You Know ?

Time to get Ready for Flying Season

Ok, I know what you did. You read the sub-title and you thought since I have lots of experience and I'm a big shot, I'm just gonna blow right past this article. Big mistake if you do! How would you feel if you were flying on a full scale airplane and no one did maintenance or pre-flight check?

Although it may seem tedious, completing a thorough pre-flight inspection can prevent accidents, prolong the life of your aircraft, and improve your overall flying experience. Here's the essential items to include in your pre-flight RC airplane checklist.

(See Did You Know? Continued on page 2)

(From the President continued)

I can't stress enough the importance of a comprehensive pre-flight check. Facing several issues myself, I was close to taking off before noticing them just in time. My practical tip: try taxiing your plane 20 yards to test the range and ensure your receiver and transmitter communicate effectively as well.

For those feeling apprehensive about getting back out there, remember, assistance is never far away. The warmth and support I've received from the WAM community, both when I was a newcomer and even this week, is something I deeply appreciate.

A heads-up regarding our field conditions: With spring's arrival, expect some soggy ground. Choose footwear that's up for a bit of mud but will support you comfortably as you navigate the field.

If you need a new key, please reach out to me, Brad, Craig, or Ed Miller.

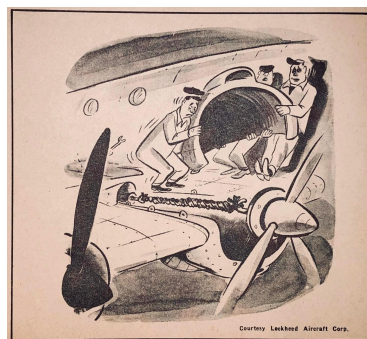
Our calendar will soon reflect all the events planned for this year. I welcome any suggestions or additions.

Let's make this season memorable by starting with safety and preparedness at the forefront.

(Did You Know continued)

1. **Battery Check**- First and foremost, you should check the battery on your airplane. Make sure your battery is fully charged. Spektrum smart batteries automatically revert to storage mode if not used. Best practice: check your voltage before you connect to your airplane. Also, how about your transmitter battery?
2. **Control Surface Check**- Inspect each control surface. Give a gentle tug on your ailerons and rudder to make sure the hinges are secure. Verify that each surface works smoothly.
3. **Radio and Control Surface direction check**: Before takeoff, make sure your transmitter is functioning correctly. Test each control to ensure that they move in the correct direction and that the response time is satisfactory. Check your receiver ensuring that it is securely mounted and that all antenna wires are intact.
4. **Motor and Propeller Check**: Is the motor securely mounted? Give it a tug. Is the propeller tight? Any signs of propeller damage ie cracks or chips?
5. **Wing and Fuselage Check**: Any cracks or damage? Any signs of separation?
6. **Center of Gravity Check**: Crucial for the stability and control of your plane. Verify the CG is within the manufacturer's recommended range. If you've added weights make sure they are securely fastened or make sure your battery is in the proper position.
7. **Range Check**: Before taking off, perform a range check to ensure that your aircraft is receiving a strong signal from your transmitter.

A pre-flight checklist is crucial for safe and enjoyable flying of your airplane. By following these essential items, you can prevent accidents, prolong the life of your aircraft, and improve your overall flying experience.



Woodland Aero Modelers

Radio Controlled Flying Club

Club Officers

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Calendar

March 2024

5th Monthly Club meeting at the VFW; starting at 7pm. This is Key Night! We replace the gate key.

19th Prop Masters Auction, doors open at 6pm. See their website for details

April 2024

2nd Monthly Club meeting at the VFW; starting at 7pm.



March Birthdays

Elmer Sutterlin 3/10

Jack Hiner 3/25

Alan Donnelly 3/30

Minutes from the March 5th Meeting

Meeting Called to Order: 7:00 pm by President Tim Mercier

Secretary's Report: Report read, and approved

Treasurer's Report: Our checking account is at \$6739, savings account \$4023 for a total of \$10,762.

Executive Director's Report: Craig McKenzie is in the process of getting our permits for our Open House on June 8th. A rain date on June 9th would require another permit (approximately \$50). We decided to put up our signs since the Forest Preserve never returns our calls

Chief Instructor: Craig McKenzie suggested if you are a little rusty contact an instructor for a refresher course. Make sure you do a pre-check before flying especially if your plane has been sitting all winter. Batteries should be balance charged rather than quick charged to preserve their life.

Safety Director: John Horwath stated when flying outdoors begins, have a partner and make sure they know, should you go out into the woods, where your general location is and when you plan to return.

Announcements

- After or before meetings , we have permission to stop by the VFW bar for a beer. (Not free)
- Kirk Larson, from the Tinley Creek RC Club, who many of us know from indoor flying at Naperville Yard, now works at Hobby Town in Orland Park. He states if you identify yourself as a WAM member he can order most items with a savings, specifically shipping charges. Please consider this before you order from mail order hobby stores.

- John Baderman will attend the Clow Cavalcade set up meeting to make sure we get our usual spot at the Cavalcade.
- Gary Watson mentioned that the AMA has partnered with Grouper to provide eligible members 65 and older a reimbursement of their AMA dues up to \$75 annually. Sign up at www.modelaircraft.org/grouper to check eligibility with your health plan.
- Brad TerMaat has revamped our point system. We are trying to add a lot more options and situations that allow points. For example, if your name is mentioned or your picture appears in the *Windy Flyer* newsletter, you will get points. Also, if you submit an article to the paper, you will get points. Articles should pertain in some way to RC or flying in general or any topic that might be of interest to the Club. Editor, Ed Miller, will edit, correct for spelling and grammar etc. Articles may be emailed in any format.
- We will add a "Planes for Sale" segment to the Windy Flyer. Send Ed Miller what you want to sell, anything RC related, not your old rocking chair, and we will put it in the newsletter.
- We are revamping our Facebook page.
- John Baderman recommends checking out Facebook Marketplace, lots of RC stuff for sale.
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- **Planes for Points:** Brad TerMaat brought in a Sky Tiger 60 which he hopes to use for training members on a nitro engine plane. The plane is heavy but should fly well. He may put in a 4 stroke OS 91 to give it some more zip.

Brad TerMaat with his Sky Tiger 60



Ed Niccum, our former Vice-President, due to various health conditions is thinning out some of his plane collection. Bill Brzostowski shows off Ed's beautiful T-28. Ed gave us permission to auction off the plane. It sold for \$230. The new owner is Tom Burke. Congratulations Tom!

Bill Brzostowski with Ed Niccum's T-28.



Model Building Hints and Tips:

-Tim Mercier demonstrated a plane finder from ViFly2 (www.viflydrone.com). Very inexpensive, under \$20, light weight, emits a loud beep and can be activated from your transmitter. It has its own battery, but once the plane is turned on, gets its power from the receiver battery.

Tim with the ViFly2 plane finder.
The beer on the table is not his.



Another airplane finder discussed was the Apple Air Tag.

-A question concerning where to purchase good batteries. RC Battery at rcbattery.com and TGK connectors at tgkconnectors.square.site were mentioned.

Meeting Adjourned: 8:35 pm



An Introduction to Pattern Flying

By Brad TerMaat

There are many categories in the RC flying community. Some of the basics to the different types of flying are: training, scale, acrobatics, soaring, jets, and many more sub-categories.

Many pilots are perfectly content flying around aimlessly making boring “holes” in the sky. And, there’s nothing wrong with that if that’s what makes you happy! For the next few months we are going to talk about Aerobatics, sometimes referred as Pattern. We’ll learn some basic maneuvers and show how to add them together for a “Sequence” from start to finish.

Radio-controlled aerobatics is the practice of flying radio controlled aircraft in maneuvers involving aircraft attitudes that are not used in normal flight.

Perfecting aerobatic maneuvers gives you a purpose and a set of goals to work towards when flying your RC airplane. You not only can compete with others, but you compete with yourself as you strive to perfect each maneuver by practicing them over and over. We’ll learn some basic maneuvers, show how to execute them and help you move forward into perfecting these types of maneuvers. Open pattern flying is having definitive structure to your flight maneuvers, it could be as simple as performing a perfect loop to a major complex stall turn with an inverted flat spin into an inverted reverse Cuban 8 with 2 snap rolls in the middle.... What!.... We’ll talk about that later.

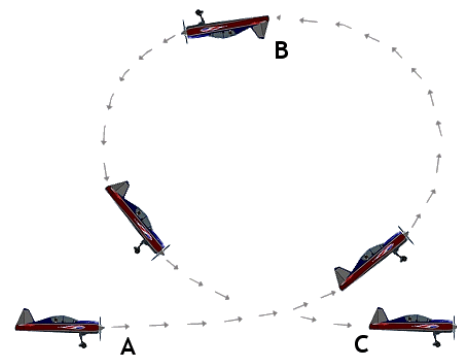
Beginner RC Maneuvers

Inside loops

Due to its simplicity, the inside loop is among the first aerobatic maneuvers a pilot learns. It’s named after a 360 degree circle with the pilot on the inside of the loop. Simply applying power while pulling back on the elevator stick will cause the aircraft to loop upward into vertical flight, continue into inverted flight, then into a dive, and return to horizontal flight. A well-performed inside loop will look like a clean circle with the same entry and exit point, and this requires management of power to overcome the tendency of gravity to shorten the upward portion and lengthen the downward portion.

The inside loop is performed by:

- Start from level controlled flight “A”
- Increase power to maximum and apply up elevator in the amount that yields desired loop curvature.
- Reduce the up elevator input to maintain loop curvature at the 2nd and 3rd quadrant at “B”
- Reduce power at the 4th quadrant while adjusting elevator input to maintain curvature
- Pull back to level flight “C” increasing power while returning elevator to neutral.

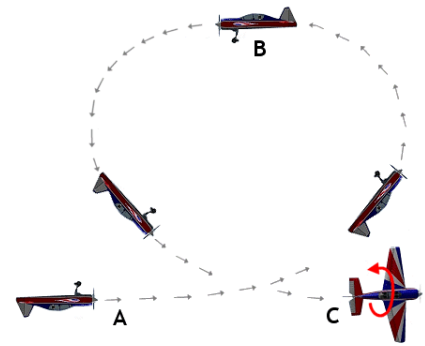


The “inside loop”

Outside loops

One version of the outside loop starts at the top of the “loop” and follows the same path as an inside loop, but is performed by inputting down elevator and progressing down below the original line of flight before executing a circular path to return to the original position. This is sometimes referred to as a “bunt”.

- Pictured is the outside loop starting from an inverted position figure “A”. (Which is why most people don’t do the outside loop!)
- Increase power to maximum and apply down elevator to yield the desired loop curvature. At the top of the loop “B” you will now be right side up
- Reduce the down elevator input to maintain loop curvature at the 2nd and 3rd quadrant
- As you complete the loop you may do a roll “C” to return to normal flight.



The “outside” loop

Are you saving enough
money for retirement?

