



## April 2023 News Letter

AUTHOR: Patrick Murphy

**NOTE: The April 8 Members meeting begins at 9:00 a.m. (winter hours)**

### New Member

The club welcomes new member Steven Jacobs.

### Second Annual Curtis Bishop Memorial Fun Fly, April 8

Event Coordinator Jonathan Moore will oversee the Fun Fly on Saturday, April 8. The Fun Fly will begin shortly after the Club meeting, which is scheduled to begin at 9am.

The event will benefit the Food Bank. Members are encouraged to contribute either cash or non-perishable food items.

For those who did not have the privilege of knowing Curtis Bishop, he was a beloved member of the club for many years. He passed away on April 9, 2021, from COVID-related issues.

### New Planes

Okay, I admit it. When I saw this thing (left) from across the flight line, I thought it was some sort of newfangled drone, or something.





The truth was more mundane.

Below, Charlie Applebaum poses with his new FMS Moa powered sailplane.



The Moa series are popular balsa kits for r/c sailplanes. The specimen below has a 183-inch span.



Right, Bill Evans shows off his old Spitfire. It has been through the wars. It has that authentic Battle of Britain look.



Right, Doug Allen explains to a new pilot how to retain all his fingers.



(Left) This Messerschmitt 262 is a rarely-seen model that flies well, and looks amazing. It's a Freewing with twin 70mm EDFs, retracts, and dual split flaps. It's available in either the grey camo, seen here, or green camo.

(Right) Nick Tocco with his new airliner. It's a Freewing AL37, which Nick won in an auction. It has twin 70mm EDFs.



## Canyon Lake Float Fly

*Contributed by Special Correspondent Gary Johnson*

If you have never been to Canyon Lake, you must go, sometime. There is no more beautiful lake on the planet. You can usually see Desert Bighorns on the rocky slopes surrounding the lake.



This panoramic, above, shows the parking lot. It only gets better from there.



(Left) Two Shrikes and two Beavers.

There were 15 pilots, and seven family members. Those proportions give some idea of the popularity of our hobby with our loved ones.

The annual March Float Fly was held from March 20 to March 26. There is another annual Canyon Lake Float Fly every October.



(Left) This 1.8 meter (71 inch) FMS Ranger looks great on floats.

## University of Arizona College of Aeronautical Engineering's X-56

The U of A guys, John Allen, Justin Jarmer and Keegan Kelaher, taxi tested their X-56 at the field. A very interesting aircraft. Those tiny fans look out of scale, don't they?



## Speaking of U of A...



What's with this "Bear Down" thing?

I thought the UofA mascot was some sort of cat, or rabbit, or something.

Cal's mascot is actually a bear.

Arizona really should gather its Nobel Laureates together to...oh, they've never had any.  
Never mind.



***Bear Down!***

*"I need to check your prostate"*

University of Arizona  
School of Proctology



***Bear Down!***

*"You're dilated about three centimeters"*

University of Arizona  
School of Obstetrics

## Volunteerism

We have seen numerous examples of club members volunteering to pitch in:

**Weed Abatement.** Randy Wegner and Bill Disney deployed chemical weapons to interdict the weeds we know will be coming in spring.

**Community Service.** Javier Arroyo volunteered to handle the public service functions for the club. This relieves some pressure from Jonathan Moore, who himself recently volunteered to serve as Event Coordinator.

**Club Emails.** Jack Shafer had agreed to field incoming emails to the club's address. This will free up Web Czar Alex Luke to concentrate on the website, and on his new job.

## Pick a side...any side!

*Contributed by Special Correspondent Randy Wegner*

So, last month we talked about using mixes to take the load off of the pilot while doing certain maneuvers. We looked at down line mixes to keep most planes from pulling out or rolling left, as many do when in a vertical dive.

Some folks here (I know for a fact), don't do knife edge flight, 4- or 8-point rolls, and so on, because it is un-nerving, and even a bit scary. It honestly was for me, too. You may want help for this set of mixes, called knife edge mixes. Once done, these mixes can make doing knife edge and point rolls so much easier and less frightening, for sure.

First thing you want to remember is do everything the Bill Evans way...3 mistakes high... He even jokes about flying in the "Bill-o-sphere." And, of course, away from the bike path.

When ready, you simply roll your plane on its side, and add enough rudder to keep it flying level, but no more. Note if it pulls toward the canopy or tucks toward the wheels. Also, whether it rolls out or rolls under. Make mental notes or tell your spotter to write down notes so you can remember what needs done when you've landed. My wife thinks I have a convenient memory problem, but I mostly find it not convenient at all, as I need to write this stuff down.

So, on the ground you will likely need two mixes; Rudder/Elevator and Rudder/Aileron. While looking from behind your plane, move your rudder either direction, and mentally picture how your plane would respond. If you were right wing down, and the plane pulled to the canopy, add a little down elevator to your rudder/elevator mix and fly it again to see if you corrected the unwanted tendency.

It usually takes multiple flights, but correcting a plane's bad habits can be fun to do. Even my Kadet Senior and my Aero-Scout have these mixes, so that I can fool all of you into thinking I'm a much better pilot than I am. It's the same principal as when I hit the switch at the land fill and my one-of-a-kind trailer pushes the debris out, rather than tilts and dumps. Guys will say, "that's cheating!!" and I reply, "Shore enough!!"

--Randy Wegner

## Camraderie



Nick says, "I love you, man."

Joe says, "What's that smell?"

**Please attend the April 8 Club Meeting  
0900 Hours (Winter Hours)**