March 2023 News Letter

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NOTE: The March 11 Members meeting begins at 9:00 a.m. (winter hours)

New Member

The club welcomes new member Erwin Hill.

New Planes

Left, Jeff with his adorable RV-7. It's mild-mannered, like the real thing, and like Jeff, himself.

Right, Carl Keller's SIG Kadet Senior Sport carries a 15cc Evolution engine. This plane is intended to fly off water, as soon as Carl builds some floats for it.

Left, Randy Wegner's new KAM Aero Extra 300 gets around on a new 200cc Desert Aircraft four-cylinder gas engine. It's about 43% scale. Randy says it flies great.

The prop is a 32-inch Falcon. It is beautiful in its own right.

Right, Randy describes this thing as a "Frankenplane." It's an AeroScout, with wing extensions.

Because…the stock AeroScout is too hot to handle.

The Walk of Shame

Right, Carl Keller poses with the remains of another AeroScout. All he would say about it was, "Pilot error."

After the accident, Carl put it on the shelf for anyone to take. Our President, Dan Tolleson, picked up the pieces. A few dollars of foam-safe glue, and you'll see its hideously disfigured form back in the air.

Auction on March 11

After the March 11, 2023, members' meeting, we will auction off three donated planes.

Left, plane number one is a UMX Sport Cub S. It's a Ready-to-fly with SAFE, complete with transmitter. This model currently retails for $160. You can even order floats for it for $23.

Right, the second plane is a T-28, donated by Randy Wegner. Randy bought it at auction at the October meeting, but he needed to make room for his new KAM Aero (see "New Planes," above). Thank you, Randy!

This is a Dynam plane, with retracts. It was refurbished by Doug Allen.

Finally, left, Jack Shafer donated this highly-modified SIG Kadet Senior. It has six Hitec HS 545 BB servos for flight controls, two smaller Futaba servos for throttle controls, two Evolution .36 glow engines, and two 6-volt NiMH batteries. Jake says, "It can easily be modified to electric." He said it, not me.

The plane comes with matching floats.

Try to wrap your mind around what this is. It's a twin-engine glow biplane with floats. You'll have the only one at the lake.

The Яussians are Coming! The Яussians are Coming!

During a February windstorm, the field was invaded by Russian Thistle, known colloquially to you Americans as "Tumbleweed."

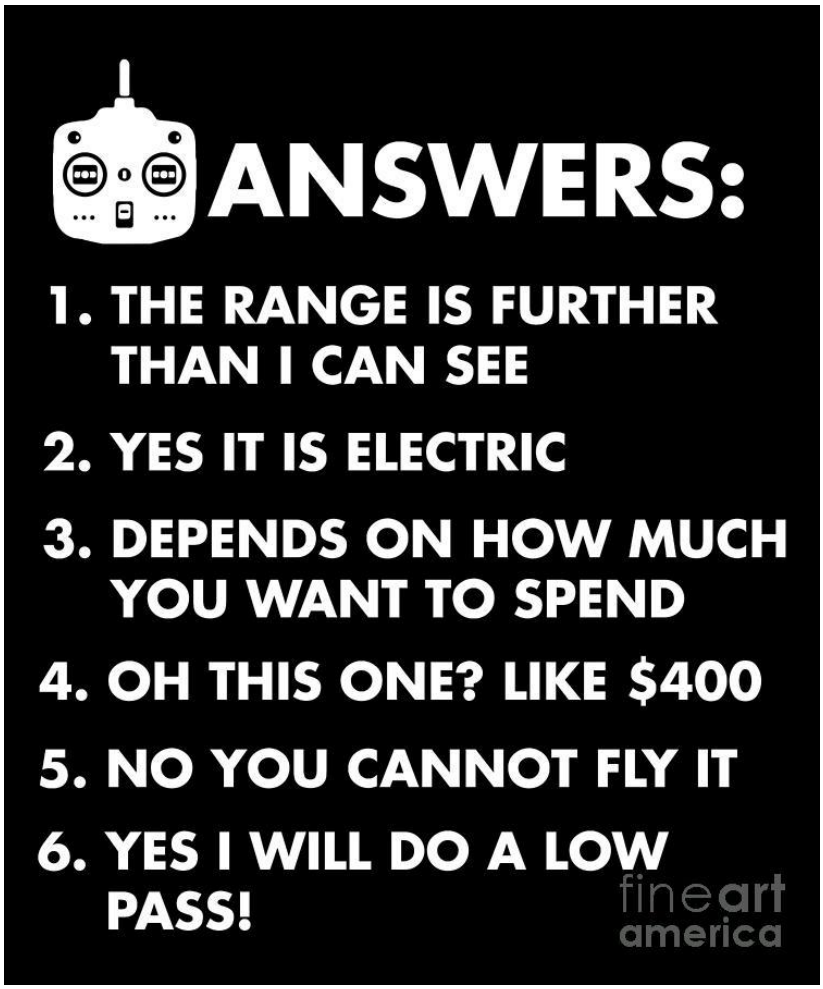
THERE WERE NO TUMBLEWEEDS IN THE OLD WEST! These plants are an introduced species that has gotten out of control, and is now considered invasive. They were first seen in the U.S. in the late nineteenth century.

An impromptu work party consolidated the thorny problems. Here, Gary Johnson wrangles some weed.

Randy Wegner brought his trailer in, and hauled them away.

Many thanks, Randy!

Standardized Answers to Questions from Non-flyers



Randy Is All Mixed Up!

Guest columnist Randy Wegner offers advice on mixing.

I have been flying for decades, and, yet, it is only in the last fifteen years or so that I started using mixes in my transmitter programming. For the longest time, I never really tried mixes, until I started flying IMAC, and giant scale planes, in general. Mixes are used to some degree in almost every plane I fly, and have been a real game-changer for me. I have made mixes a standard part of my aircraft setup, and I even put some on my most recent bird, a little foamy AEROSCOUT with a 2x longer wing *(ed.- see "New Planes," above)*. I mixed both aileron and rudder together on the right stick of my transmitter to aid turns (ailerons alone were no longer effective). I also retarded max throttle, as the longer wing couldn't handle it, at all.

I usually end up with about 6-8 separate mixes in a plane, and I thought it might be helpful to share some of them here, over the next few issues of our newsletter.

Basically, a mix is taking one item, like rudder, as the master, and programming another item, such as elevator (slave), to it in a way that helps take the load off of the pilot while flying a particular maneuver. For this month, I would like to explore "down line" mixes. There are usually two down line mixes that you may encounter a need for. As you enter a vertical down line at idle, you may notice that your plane pulls out, and possibly rolls slightly left. This is common, and can easily be remedied, as long as you make very small adjustments as you go. Most of the time, when you pull out of a dive, and see that your plane exits off heading, this is because, in straight and level flight, engine torque and your elevator are applying forces against the plane with power on. These forces change when you cut throttle, and dive.

Two mixes can correct this, a throttle/elevator mix, and a throttle/aileron mix. The elevator mix can be tied to a switch, to turn it off for landing, where it's not needed. Usually, adding about 1-2% down elevator, and perhaps similar for right aileron, during low throttle will give you a dead straight dive, and make an exit from the dive much more predictable. Remember to start with very small adjustments, and maybe get help from someone who has become familiar with mix setups.

The mixes that I run in my IMAC planes are, Rudder/elevator... Rudder/ailerons... Throttle/elevator... Throttle/rudder... Throttle/throttle... Throttle/aileron…. Some basic transmitters may be limited, or have no mix capability. This is when you say to yourself, "it's only money," or "Randy says I need this so...."

I have made setting up mixes an enjoyable part of my hobby experience. It's fun to see how well I can make an airplane fly, and, in fact, flying without proper mixes now seems UNIMAGINABLE TO ME!

Randy Wegner

Please attend the March 11 Club Meeting

0900 Hours (Winter Hours)