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# BLACK HAWK R/C PILOTS

AMA CLUB #792

## CLUB CALENDAR

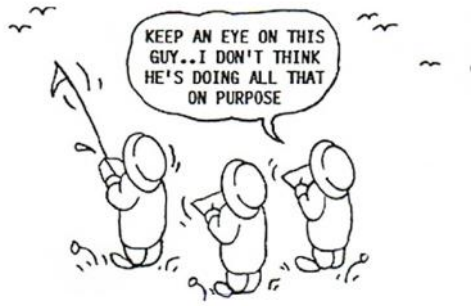
**Tuesday, May 27th — Club Meeting** at 7pm at the club flying field in New Hartford. Come early for the cookout at 6PM— ***First Outdoor Club Meeting of the summer season***

**Saturday, June 14th— Bob Nelson Memorial Fly-In** from 10AM until 4PM at the club flying field in New Hartford. Fly something that Bob might have flown.

**Tuesday, June 24th — Club Meeting** at 7pm at the club flying field in New Hartford. Come early for the cookout at 6PM

**July 12th & 13th — Float Fly at Praire Lakes Park** in Cedar Falls from 10AM until 4PM .

**Tuesday, July 22nd — Club Meeting** at 7pm at the club flying field in New Hartford. Come early for the cookout at 6PM




## BLACK HAWK R/C PILOTS – MAY 2025

**From the President** — The next club meeting is on Tuesday, May 27th at 7pm at **The Club Flying Field** in New Hartford. Come early for a cookout at 6pm. This is the first outdoor club meeting of the summer.

The **Beaver Creek Days** parade will be at 10AM on Saturday, May 31st in New Hartford. The club will participate by displaying R/C airplanes on a trailer. We only need a few guys to help with this activity. If you're interested, contact Neal Leeper.

The **Bob Nelson Fly-In** will be on Saturday, June 14th at the club flying field. This is an OPEN fly-in, so you can fly anything you've got! We'll also be flying the club trainers and offering free training flights to anyone who is interested. Lunch will be available to purchase at the field.


The club will again participate in the **Sturgis Falls Parade** on Saturday, June 28th. We'll need a few airplanes and helpers for the float. Participation in parades gives us visibility in the community and may attract a new member or two.

**Cookouts—**Everyone likes the cookouts, but someone needs to be the cook. It's really not that difficult. The club provides the grill and propane, and reimburses you for all your costs to prepare and serve the meal. We have a supply of paper products including plates, napkins, cups, plasticware and paper towels. There may even be chips or staple food left over from previous cookouts. If you're willing to cook for one of the meetings, contact Neal Leeper.

**HighViz RC—**Jordan and Larry Peterson have acquired the tooling and manufacturing rights for the Robart landing gear products. Under the purchase agree-

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### Club Meetings

The summer club meetings are at 7PM at
**The Club Flying Field** in New Hartford
Come for the cookout at 6PM.
Guests are always welcome.

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ment from Robart, HighViz RC will not be able to use the Robart name when selling the products previously sold as “Robart” retracts. HighViz currently has service parts available and will be offering complete retract assemblies soon. Their long term plan is to redesign some of the existing products and offer electric replacements for the air operated gear. Their online store at HighVizRC.com will be open soon.

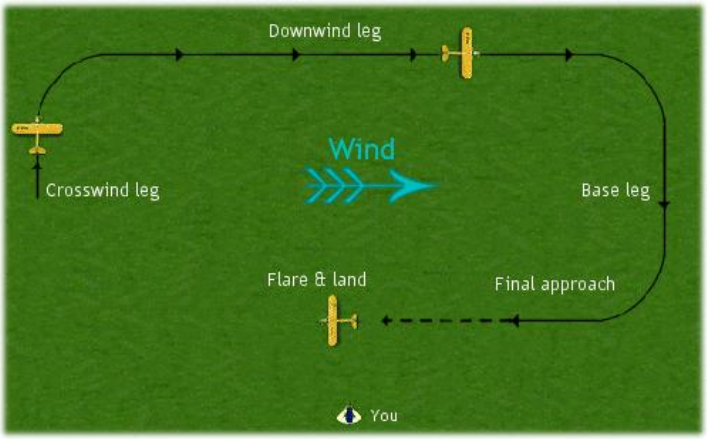
**Landings—**I’m sure you’ve heard the phrase “take-offs are optional, but landings are mandatory.” Taking off is not easy, but landing your plane is without doubt the hardest and most nerve-racking part, particularly on maiden flights or when you're just learning to fly radio R/C airplanes. Learning to land your R/C plane consistently and safely is something you must practice. They say “practice makes perfect”, but the corollary to that is, practice something perfectly and you'll get it perfect; practice something badly and you'll just get it bad! So try and get in to the habit of practicing landings well, rather than the all-too-common "Well, it's on the ground, that'll do it for me..." way of thinking!

Before we can talk about landings, we need to review some aeronautical basics. Some pilots believe the throttle controls airspeed and the elevator controls altitude. Intuitively, that seems to be true because you increase throttle to take-off and climb, and up elevator is used to make the aircraft climb to a higher altitude.

The reality is a little more complex. The throttle is used to control energy, to increase or decrease thrust. The force opposing thrust is drag from the aerodynamic shape of the airplane and drag inducing devises such as flaps.

Elevators are energy neutral, but they redistribute energy. Up elevator increases altitude (potential energy) and decreases airspeed (kinetic energy). Down elevator does the opposite.

When landing a manned aircraft, the pilot has an altimeter and air speed indicator to help land the aircraft. Elevator is used to control the altitude and rate of decent while throttle is used to maintain a safe airspeed. It’s more difficult with an R/C aircraft because we do not have the cockpit instruments to help us control the landing. We must rely on visual cues which may not be helpful, especially at a distance. On the positive side, our models typically have a light wing loading and a correspondingly slow stall speed, so we seldom stall while landing. (Note: this does not apply to Warbirds with high wing loading!)




Back to landing an R/C airplane. There are three steps to make a landing. The first step is the crosswind and downwind legs of the approach. The airplane should be flying level at a constant speed at your final approach altitude. The base leg is flown at constant altitude. You may need to increase throttle to maintain speed in the turns. The speed into the base leg can be deceptive because you are flying with the wind on the downwind leg. Your actual airspeed will be somewhat less than your visual speed. Therefore, it’s necessary to carry a good airspeed into and through the base leg. The final turn is made to line up with the runway. Here’s where many pilots make a mistake. They chop the throttle and “glide” in for a landing. At that point, your only control is elevator. Up elevator will increase the angle of attack and slow the airspeed, but you’re limited in deciding where the airplane will touch down. Down elevator will increase speed (and help avoid stalling), but will increase the rate of descent. Again, little control on where the airplane touches down.

A better way to control the aircraft is to use throttle and elevator together. Maintain some throttle while making the final approach. Use elevator to control the altitude and rate of descent, and throttle to control airspeed. If you’re coming in

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short, give some up elevator to extend the glide slope. If you're coming in long, reduce the throttle to reduce airspeed. In practice, you will need to adjust both throttle and elevator to get a consistent approach and landing. Just before touch down, cut the throttle and give a little up elevator to bleed off airspeed, and float in the landing.

The goal is not just to make a smooth landing, but to land on a specific spot on the runway, preferably in the middle, right in front of the pilot.

If you stall just before landing, you may hit hard and bounce. If you carry too much speed into the landing, you may bounce and go airborne again, not good! Remember, practice, practice, practice.

Your landing technique will vary from airplane to airplane. A heavy warbird won't land the same as a high wing trainer. A gas or glow powered airplane will be different than an electric powered plane.

If you watch model airplanes on YouTube, you may have seen Tyler Perry's airplanes. You can find them by searching YouTube for "Tyler Perry Airplane" or "RamyRC". Ramy RC, aka Ramy Racoub, builds R/C models for Tyler Perry in Perry's workshop. His latest creation is a 1:13 scale model of a Boeing 777-9X that is 33 feet long, a wingspan of 30 feet and weighs 582 pounds.

On the video of the maiden flight, you can hear the telemetry announcing the airspeed every 10 seconds. They maintain a minimum airspeed of around 60 mph to avoid stalling on the final approach. If you have telemetry, you could try that on your airplane.

**Happy flying!**

That's all for now. I hope to see you at the cookout and the meeting.

*Neal Leeper*

President, Black Hawk R/C Pilots