



Le Journal d'Escadrille

Newsletter for the members of the 114th R/C Aero Squadron
Volume 20— Issue 6— June, 2005

June '05 President's Message:

It seems like it was only a short time ago that we were wishing for the rain to stop so that we could get the field realignment under way. And, it was just a short time ago that you members stepped up to the plate and donated your time, your energy and your financial support to make this project a reality. Well, I am pleased to report that now it is! The result is absolutely fantastic and far exceeds anything we had envisioned.

Mr. Joe Moore, Mr. Kevin Mitchell and Mr. Doug Evans at the City of Grapevine Parks & Recreation department have been absolutely fantastic to work with and strong supporters of our project affectionately referred to as the "GIA" (Grapevine International Airport). We ran into several hiccups along the way and they bailed us out. And, they continue to offer us their help and assistance. Clearly, they had as much interest in making this project a success as we did and the pride they took in their work is most evident. What they have put into this project is really beyond belief and we owe them a great deal of thanks and our gratitude.

We must also recognize the support that we have received for this present undertaking and for the past 20 years from the US Army Corps of Engineers. They lease us the land and give us the opportunity to pursue our passion. At the Lewisville Lake office, Mr. Paul Nealy and Mr. Randall Mayne have been working with the City and their master plan for Meadowmere Park, of which our field was but one element. Without their continuing support this project wouldn't have happened. I have met some of the individuals at the Grapevine Lake office in the past and they have been just great folks to deal with. They are regular people that try their best to make a positive impact in the community and take pride in their park facilities. Without exception, Mr. Nealy has always managed to help us with our endeavors in spite of a financially and politically challenging environment. The support of the Corps and the people that work at the Grapevine/Lewisville office has been unwavering and deserves our appreciation and gratefulness.

It should be apparent that our new reality, the *Grapevine International Airport* has been the result of many years of relationship building, discussion and work to initiate the project, the unwavering support of the US Army Corps of Engineers, the staunch support and generosity of the City of Grapevine Parks & Recreation department and finally, the hard work and dedication of all you club members. The accomplishment we can soon enjoy was no accident; if any one of the key elements I just mentioned had failed, we wouldn't have gotten out of the starting gate.

This is the final stretch folks but let's not take any of the foregoing for granted. We have a new field to use but for virtually everyone else involved, the most significant reward they can receive is a

sincere "thanks" and recognition of their efforts. I highly encourage you to send a note, or a card or in some way acknowledge the folks at the City of Grapevine and the folks at the US Army Corps of Engineers. Anything you do to convey your thanks is a good thing but to simply accept everything as a given is selfish and in poor judgment.

The City of Grapevine

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Mr. Joe Moore, Assistant Director, Parks and Recreation
Mr. Kevin Mitchell, Parks Superintendent
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US Army Corps of Engineers,

Lewisville/Ray Roberts Lake Office
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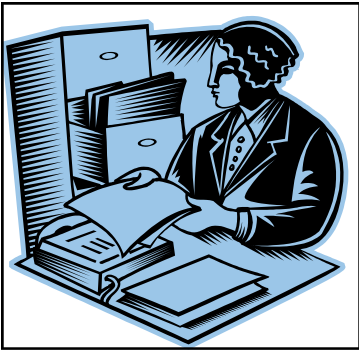
It will only cost you a couple stamps and 10 minutes of your time. This is a mere pittance in comparison to what you have received. **I cannot emphasize enough how important it is that every member and user of the field takes a few minutes to do this.** The dividends it will pay into the future are unimaginable. **Do not procrastinate;** the value is now while the project is still in everyone's mind.

You may recall that Wendell Hubbard submitted a field improvement grant request to the AMA back in March. With the backing of our District VIII Vice-president, **Dr. Sandy Frank**, we were successful and have received a cash grant in the amount of \$1,995. This is more excellent news. Many thanks to Wendell and Dr Frank!

The temporary membership cap was discussed at the last meeting and with several interested members subsequently. The most common point made was that we need to continue getting "new blood" and energy into the club and that limiting membership would be a detriment. This is true without a doubt. Thus, the actions that we will need to take are to figure out how we can operate effectively and safely with more members and where the threshold is. Most opinions are that we are not at that level yet.

We would encourage prospective members to apply for membership and attend our meetings so that they could be considered for induction when we get back to "business as usual."
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Next Meeting, June 14, at the *Field*



From the Secretary/Treasurer
Minutes of Monthly Meeting May 10

The club President called the meeting to order at 7:08 p.m. There was a quorum present.

Second time guests were Jeff Makie, David McCutchen and Franklin Weathers.

Old Business

See Darrell if you are a new member and need a gate key.

Robert Hubbard has volunteered to CD our spring fun fly. Time for this event will be announced at a later date.

In an effort to operate the club more efficiently, the membership has been asked to have their newsletter E-mailed to them instead of regular mail. Advise Richard or Johnny if E-mail will work for you. The newsletter will be mailed to all those who do not sign up

New Business

Jeff Makie, David McCutchen and Franklin Weathers were voted into the club. Welcome to the 114th RC Aero Squadron.

Darrell said that we do not know anything yet about the AMA grant that was submitted by Wendell Hubbard. Also, there was some vandalism that did damage to several of our new tables. The lease renewal paperwork has been submitted to the COE about two weeks ago. Our lease payment may go up as our land acreage has increased from about 4 to 7 acres.

The next meeting will be held at the flying field on June 14, at 7:00 P.M. unless the weather is bad. In bad weather we will meet at the Church.

David Vilbig said that the irrigation system is in and wanted to thank all those that helped make it happen. Rob Davis

said that the electrical work is done except for Tri-County connecting up to the utility pole. Dennis said that David Vilbig has offered to help the Trophy Club with their site survey work for their proposed new flying field.

Darrell discussed the situation of our growing membership. As of May 10, 2005, we are temporarily suspending adding any new members to the club roster. We now have about as many associate members as we do regular members. The club by-laws were not written with that in mind. The club's Board of Directors and the regular membership will revise the by-laws to deal with this problem. The club plans to resolve this issue in the next several months. We may call a special "regular members only" meeting to decide on a course of action. We expect a graduated increase in the regular membership up to about 75. This increase might take up to two years to be completed.

The Board of Directors is empowered to undertake the business of the club. The Board of Directors as defined in the By-laws are currently:

- President - Darrell Barabash
- Vice-President - Dennis Eaton
- Secretary/Treasurer- Jack Parker
- Newsletter Editor - Richard Lessard
- Member-at-large - Len Minco

Anyone interested in joining the club should fill out an application and submit it to the club secretary. When we resume adding new members, the date on the applications will be the determining factor. The club does encourage people interested in joining the club to come out to the field and fly as a guest of a current member. If you do not know any regular members, come out and introduce yourself and you will be invited to join in the flying. You must be an AMA member to fly. We are continuing with the Thursday evening airplane pilot instruction and the Saturday morning helicopter instruction.

Darrell went through all the committees of the club and its chairperson. Please contact one of the committee chairpersons and offer to help with the work that is assigned to that committee. (Safety Officer- Ron Korenek) (Webmaster- Johnny Snead)(Chief Instructor- Al Ma-

son) (New Member/Youth Committee- David Vilbig) (Helicopter Liaison- Rob Davis) (Membership Nominating Committee- Ed Perez).

There was a mega raffle and the club took in \$49.00.

Model of the Month

James Bruce entered a Twin Siamese Cap electric model. The model has two electric motors, and two receivers. James said that the two receivers eliminate a lot of long wiring running between the two fuselages. James won MOTM. Congrats to James for a nice model.

The meeting adjourned at 8:08 P.M.

President's Message Continued

usual". In the meanwhile, I ask the membership to continue to be "guest friendly" as we are reputed to be.

To all Regular (i.e. voting) members, a special meeting to discuss and hopefully resolve this matter is being planned. You will receive notification by mail. It is most desirable to have at least 75% participation so that any By-law changes could be made at the time of the meeting. We need to get this issue resolved as quickly as possible and back to business as usual.

Of course not everyone will be able to attend in person. Therefore, in the letter you will also receive a direction of Proxy so that someone else (for example, the Club President or someone that you designate) can represent your vote. If you know or think you cannot attend the meeting, it is **VERY IMPORTANT** that you at least **exercise your Proxy**. Gentlemen and ladies, this is probably one of the more critical issues we've dealt with in a long time and it will have a profound impact on the nature of your club. I respectfully ask for your participation in person or by proxy.

Fly safe y'all,

Tell



Field Committee

This weekend a few of us were flying and every time we looked at the new field you had to reflect and think about all of the people that invested their time to this project. This was an incredible effort on many people's parts and clearly demonstrated what the true meaning of our club is. The names of all involved are far too many to list here but if you were to turn to any club member and thank them for all that they had done, your chances are that you would be talking to someone that contributed. Yes, there were that many people involved.

Presently, I am in Minneapolis (oh boy) and I find myself thinking of flying on the new field and the camaraderie that exists within the 114th RC Aero Squadron. Personally, I can't think of a better group of people to enjoy this hobby with.

Thanks to all that worked so diligently for the enjoyment of everyone.

.....*See you on takeoff!*

Len Minco

Progress Being Made



Our field being hydro-mulched a few weeks ago. The grass is now growing rapidly. Its not ready to fly off of yet but you can still fly off the "old" field with some limitations.

OUR NEWEST MEMBERS, PLEASE WELCOME THEM ABOARD



Jeff Makie



Franklin Weathers



David McCutchen

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WWW.II4THRCAEROSQUADRON.COM

Maneuvers

Learning to torque roll

a mini-lesson by Mike McConville

You've seen those super-low hovers and torque rolls in demonstrations and in model magazines and you've probably wondered just how they are done.

Super human flying ability? Hi-tech gyro gismos and big, expensive models? Certainly, you say, torque rolls can't be in the flight plan of a sport modeler who likes to fly normal sport models can they? Well, actually, they can.

It takes practice and an airplane

It'll take practice, of course, and plenty of it. But saying just practice is like saying if you want to paint like Picasso, just start painting. The major stumbling block for most pilots is knowing what to practice.

And then there's the airplane. What kind of model do you need? Maybe you're a sport modeler and don't want an expensive Tournament of Champions model—if that's what it takes.

How they are done

Relax, because besides lots of practice and a good airplane, learning to torque roll takes one more thing: a plan. And we've got it right here. So read on and I'll let you in on how the pros became pros. It's still going to take practice, but here's what to practice and what to practice with.

The right airplane

No, it doesn't take an expensive TOC model. It doesn't even take a scale aerobatic airplane. It does take a model with some specific qualities though, but you can find these qualities in some fun, economical sport models.

The aircraft has to have plenty of elevator and rudder authority. This is important since, while in a hover, you need to be able to maintain pitch and yaw control with the only airflow over the tail coming from the propeller.

Great power-to-weight ratio is a big help, too. While learning—and even if you are a torque roll master—at times you will need to get out in a hurry. The safest direction to get out is naturally the opposite direction of our nemesis, the ground. To hang on the propeller and to blast out vertically, you need great, reliable power.

One of the best models I have seen for this task is the Hangar 9 Ultra Stick powered with the awesome Saito 1.80. The Ultra Stick is perfect. It was designed for all out fun aerobatics, so it has the elevator and rudder power needed to keep it under control while hanging on the propeller.

The Saito 1.80 is all the power the Ultra Stick will ever need, and then some. It'll get you out of trouble as fast as a rocket. Not to mention the all-out fun you'll have flying your Ultra Stick with all of its tricks and its punch.

For unbelievable vertical performance with your Saito 1.80 powered Ultra Stick, try using 30% high-performance helicopter fuel and an APC 16 x 8 propeller. Up to 30% nitro in your Saito is fine as long as the oil content is high enough. Helicopter fuel is recommended because it has the oil to keep the engine cool.

Learning torque rolls lower to the ground is much easier because you can see better and make corrections faster—but one mistake and it's that old nemesis again. CRUNCH! The Catch-22 of torque rolling is that practicing up high gives you the altitude you need to recover when you get crossed up, but it's a lot harder to do. So try to practice with as much altitude as you can.

Step 1:

Like learning to ski, you need to know how to fall down and get back up first. You will make mistakes, even when you have it mastered. So, don't worry about how to control the roll yet. Concentrate on learning to catch the model and fly out of mistakes without losing altitude,

regardless of the attitude the model falls into. This is the key to the torque roll.

How to do it:

At a safe altitude, pull the model vertical at about one-fourth throttle and begin to hover. Use just enough throttle to pull vertical, but not enough to sustain a hover. Let the model begin to fall out; it may fall to the side, the top, bottom or any combination. Practice catching it with the correct elevator and/or rudder input, and get the throttle in it. Focus on flying out level. After you start to get the hang of it and react faster, fly out vertical.

Trickiest Part:

Don't get confused and give the wrong input. Be careful, especially when the model falls with the nose toward you. That's why we start at a safe altitude.

Step 2:

You've now crossed the biggest hurdle in learning the torque roll. You can recover no matter which way the model falls out. You have confidence that you can save the aircraft every time. Now you can concentrate on two new things. First, work on reacting with the correct rudder and elevator inputs to keep the model vertical. (The good news is Step 1 has already sharpened your orientation and reaction skills.) Second, learn to fly the throttle stick to maintain altitude in a hover.

How to do it:

Bring your airplane down to a lower altitude. Start at about 25-feet, low enough to see the model and still high enough to give you a little reaction time before terra firma.

Again pull to vertical, only this time add a little more power so the model hangs motionless in the air. Once you've got the throttle figured out, concentrate on flying the rudder and elevator to keep the model vertical.

Don't worry about ailerons; they aren't going to do much while you're hovering. This is a simply

a balancing act, like riding a unicycle. The model may hover or it may begin to roll to the left. Don't worry about rolling, this happens naturally.

The model will begin to roll once it is very close to dead vertical. The better you can hold the model vertical, the faster it will torque roll.

Hint:

Choose a calm day to practice. Wind makes torque rolls much harder. You will also need lots of control surface throw to maintain control use as much as you can get, similar to a 3-D set-up if possible. While you'll need this much control at times, it also makes it much easier to over control the model, so use some expo. I suggest 25% on rudder and 40% to 50% on elevator. Now you'll have the control power when you need it, but a soft feel around neutral so you won't over control when making little corrections.

Trickiest part:

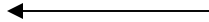
Learning to keep up with the model's orientation as it rolls to give the correct elevator and rudder inputs is the hardest part. It takes time to get good. One wrong input and the model will fall out, but you know how to fly out of a mistake so set up and try again. Also don't over control. Even too much of the right correction will make you fall out. Flip back to low rates as the model falls out so you don't over control and stall the airplane. Use that expo feature in your radio. Once you've got the hang of it, try backing the throttle down a few clicks as you are torque rolling and slide the model down closer to the ground.

And that, in a nutshell, is just about it. So now you've got a plan and you know what kind of model, all that's left is practice, practice, practice . . .

from Airmailer
Benton County Radio Control Club
Jim Trump, editor
Corvallis OR



Model of the month winner for May, James Bruce and his kit(s) bashed Siamese Cap electric.



<u>Mega Raffle for May</u>	
Gift Certificate.....	Ed Perez
5 Minute Epoxy.....	Len Minco
Monocote.....	Mike Roque
Bar Sander and Paper....	Jerry Burton
Accu Throw.....	John Miller
Rubber Bands.....	Ed Perez

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