



Next Meeting

May 3, 2013

S. Campbell Library Center Auditorium

Next Event

Lucas Speedway Float Fly

April 27, 2013

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AIRMAIL :: VOLUME 25 :: ISSUE 4 :: April :: 2013

Don't Miss:

Part 2 of an excellent article by Dan Curtis on programmable radios!

Minutes of the March Meeting:

The meeting was called to order by Wes Parker, President, with 16 members present and three visitors, two of which joined the club at meeting's end.

The March minutes were approved as published, as was the April Treasurer's report. Total assets at this time are \$9,963.80.

Old Business:

- The pavilion status was discussed and all liked the jobs done by those involved in its remodel. All unneeded materials from inside will be hauled away at a later date.
- There remains a need for storage of the club trainer plane and its accessories.
- There are two float flies planned for the year at the Lucas Oil Speedway in Wheatland, MO.. The first to be on April 27th, and the second tentatively planned for September. The flying time is from 11am to 3:30 pm. A flier is being planned for the event. A static display will be held at the speedway in May. Butch Scott is heading up the events.

New Business:

- Field Day is April 20th. Due to the excellent turnout for the renovation the focus of field day will be Food and Fly.
- The BCFO Charity Fly is scheduled for May 18th, 2013. Planning will begin for the event. Last year, at our second annual BCFO event, there were 50+ pilots and 100+ visitors, which brought in over \$1,000 for the foundation.
- The May meeting will be at the Library Center, with the June thru September meetings at the club field. October and November will be again at the Library Center.
- The field will be rolled on Field Maintenance Day or shortly thereafter.



David Sleeth –Owner

1912 E Sunshine, Springfield, MO 65804

(417) 883-1118 - (800) 730 - 3138

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- The lawn service person will be contacted to commence mowing the field.
- New members, who joined at the April meeting were: Bob Foster and his son Jarrett Bass and Dwain Haskins, a former member. Welcome to the club!

Two members made contributions to the building fund.

Meeting adjourned.

Getting Set For Floating

Thanks to Butch for his efforts in setting up our first 2013 float fly at the Lucas Oil Speedway in Wheatland, MO.. Ashley Berry was more than

helpful in getting us set-up and informed us that there are two sets of brand new rest-rooms on the north side of the lake now, as well as elec-



tricity, if needed. Hopefully the electrical will be done, but it is on the wrong side for our venue.

No worries though. It's a minor drive to recharge a battery if necessary, or relieve ourselves.

Thanks so much to the speedway for working with us on these events! The water is quite high, compared to last year, and almost white-capping during our visit with Ashley.

Field Maintenance Day

Is just around the corner. This coming weekend actually. Are you ready to have fun and fly?

Some have been fortunate enough to have flown some already this season, others not so much. It should be a great weekend for it, so bring your planes and lets have a grand gathering. Meet the new members and mingle with those who you may not have seen since last season.

Programmable Radios (cont'd)

Mixes

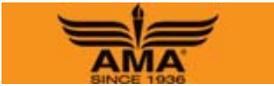
This is where a programmable transmitter can really improve a plane's characteristics, or should I say, hide or down-play some of their poorer characteristics. The mixes are numerous, and open a huge realm of possibilities. Some good, some not so good, but they are there for the taking.

If you fly glow, gas or electric, chances are that your throttle stick, and the throttle on your plane are not linear, or even close. You may have to move the stick a quarter, or more, to realize any change in the throttle on the plane. Your cruise setting and full throttle setting may be at half-stick, or in a compact area of movement before half-stick, and the remainder of stick movement will have no effect at all on the throttle. Well, mixes can really help with that problem. Many transmitters have a preset mix for setting the throttle curve. Some have three-point curves, while others could have five, and even seven, point curves. This allows you to set the stick movement, in relation to the servo movement, by setting the servo movement as desired, at different points along the stick position. Timing them, if you will. With a little bit of time taken to set up this feature, you can smooth out the stick movement for the throttle and get a smooth timed transition from idle to full-power, matching the desired feel at the stick. Very nice feature, and very useful for throttle control. Even if your radio doesn't have preset curve ability, you can emulate this feature by using a throttle-to-throttle mix.

Control Surface Mixes

Most planes capable of aerobatics will have a couple of distracting characteristics when the rudder movement is involved. If you are flying straight and level, and give right, or left rudder,

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the nose of the plane will pitch up, or in some cases down. The plane will try to roll in the direction of rudder movement, or in some cases opposite. Designers spend years trying to design this out of their planes. It can get complicated, involving rudder size, fuselage side area, props used, C/G and wing and stab placement. They are all pretty much inter-twined and beyond the scope of my little head, and this article. What most of us do is mix this little nastiness out. Generally, we test the mixes using knife-edge flight and holding altitude with rudder deflection.

Next Month: Exponential Stay tuned...

If the plane drops the nose with both left and right rudder deflection, then a mix of rudder to elevator is used. As rudder is brought in, a small amount of elevator is brought in at the same time and in proportion to the rudder deflection. The percentage of elevator input needed to maintain knife-edge and straight and level flight will vary from plane to plane. If the plane pitches down in one rudder direction and up in the other, then you simply mix the desired amount of elevator for each action, up or down with left or right movement. It is a very powerful tool, and can really help a plane!

That pesky rudder can also give the plane unwanted rolling. The remedy is again, mixing. Just as in the rudder to elevator mix, you can set up a rudder to aileron mix, and using the same concept, you can bring in the needed aileron movement, in relation to rudder movement, and prevent this nasty rolling. The percentage needed for the ailerons will be far less than the percentage needed in the elevator.

Another common mix is throttle to rudder. This mix allows for minute amounts of rudder to be introduced as the throttle comes to half, and a bit more when it reaches full throttle. Very helpful at times to achieve those long straight vertical lines. Nice straight take-offs as well.

Mixes are our friends! They can help fine tune the feel and flight characteristics of most planes. Their uses vary as one's imagination allows. Seeing a problem, figuring out what would make a difference and mix away!!

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