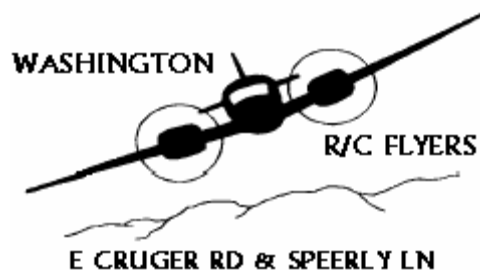


Washington R/C Flyers Newsletter



January 2006

www.washingtonrcflyers.com

Next Meeting



Our next meeting will be at Bernardi's Restaurant in Sunnyland on Tuesday, January 10. Cocktails at 6pm. Dinner at 7pm.

Mow Schedule



No mowing until next spring.

Safety Tip of the Month

Winter is building time. Exercise care when using tools such as Xacto knives, razor blades, and saws of all types. You will need all 10 fingers come spring to fly your new creation.

The AMA has made changes to the Safety Code. The most important change that we all need to be aware of concerns "No over flight of unprotected people". The 2006 AMA Safety code can be found here:

<http://www.modelaircraft.org/PDF-files/105.pdf>

We are looking at pilot station protection. Several options are

being considered and photos were shown at the December meeting.

From the Presidents Hangar

Last month I asked you all to look back at the Clubs accomplishments for the year 2005. This month I ask you to look forward to the year 2006. There are many things to be done that will enhance the physical condition of the flying field.

Proposed capital improvements are: Build the yet to be named shelter, possibly finish the interior of the Skunk Works, improve the safety fencing around the shelter, pit area and flight line. Some of the maintenance items are: Roll the field to make for smoother take offs and landings, maintenance of Speerly Lane, trim dead and broken branches along Speerly Lane, some reseeded of bare spots on the property, spray the field and along Speerly Lane for weeds, reorganize the interior of Walter Mitty's Hangar and any other things the membership would like to see accomplished. The site committee will be busy during the next couple of months preparing plans and securing estimates for the shelter. The Club officers will meet in January to prepare a proposed schedule for Club activities for the year 2006. If you have any desires for any improvements or club activities,

President	Vern Mall
Vice President	Wally Walwer
Sec./Treasurer	Jim Martin
Newsletter Editor	Steve Grob
Safety & Rules Committee	Bryan Miller
Maint. & Grounds Committee	John Bremenkamp
Events Committee	Jim Allen Paul Wann
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

please let one of the Club officers know early in the year so planning can be accomplished.

-Vern

Banquet

The January 10 meeting will be our traditional annual banquet. It will be held at Bernardi's in Sunnyland and we will order from the menu. Cocktails are at 6pm and dinner will be at 7pm.

If you haven't already done so, please email Kayton Heavrin and let him know if you will be attending and how many will be present.

Winter Meeting Place

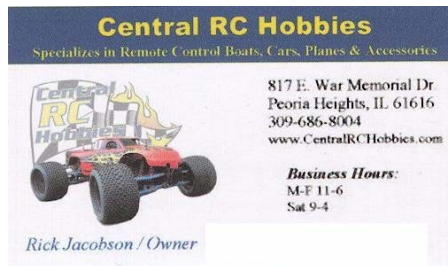
Just a reminder that our winter meeting place will be at Katy's Restaurant in Washington. Katy's is on old route 24 a few blocks WEST of the square.

(Continued on next page).


Winter Meeting Place Continued

The December Newsletter erroneously stated that Katy's was east of the square.

NOTE: Our first meeting At Katy's will be the February meeting which will be held on Tuesday February 7, 2006. The meeting will be held on the first Tuesday in February because the second Tuesday is the 14th which is Valentines Day.



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Indoor Flying at the Dragons Dome

WOW! What a great time... This does not do an adequate job of describing what a kick it is to fly indoors at the Dragons Dome.

By way of an introduction this is your long lost (to school work) fellow club member TJ Klise. I've recently completed my MBA at Bradley and am back among the ranks of the living (and flying) and am busy reclaiming my former life – where I had leisure time, etc. – otherwise known as a life!

So I decided to return to the flying ranks with a couple of my flying buddies, Steve Grob my next door neighbor and Bryan Miller my fellow foamie flyer (say that fast 5 times!). We went over to the Dragons Dome this past Tuesday evening where from 6pm – 8pm the Dome was transformed into a

good sized indoor hangar where aircraft of every size, shape, and description were being flown. Why there were even familiar faces present. Quite a few guys that I recognized from the Pekin Club were present and Tom Imhoff and Glen Howard both of whom have really gotten into the foamie craze were there as well.

The facility itself is quite slick with an astro-turf grounds where ROG takeoffs were uneventful and even the worst landings (yes I had a few of those) were also tolerable. The dome itself is lit around the perimeter and offered a mostly unobstructed flying area save for a fence running across the middle of the infield (mental note be careful to land on one side or the other of the fence – rather than straining your foamie through it – not that I would know anything about that mind you!) The fence really wasn't a big deal, when flying across the dome at low level you just had to remember that it was there. The ceiling and walls are made of a tough (but forgiving) material that is supported by a pressure arrangement that keeps the dome 'inflated,' a very interesting environment when you first enter the facility and your ears immediately equalize.

Flying was a ball. I had a brand new eFlyer Ultimate that had languished partially started on my workbench for over a year. I completed it in one long day and decided to test fly this jewel in the Dome. A good choice for no wind or other impediments was evident here, save the usual heckling of "...will that thing really fly..." the typical first flight ordeal. And fly it did. While I didn't have the speed

controller setup properly, and at full throttle it kept shutting off the motor, I made due with half throttle and pattered around the facility. I did test its resiliency (and that of the ceiling and walls of the dome) and can tell you that worries about crashing into either ceiling or walls are unfounded – it simply bounces off and keeps on flying!

The Ultimate was well mannered and was able to hover, torque roll and harrier to my delight. I've since procured a Park 400 motor, 18A ESC speed controller and a light weight Li Po battery coupled with an 11x4.7 prop which should make for a great flying combination.

The fun part of this indoors experience was watching what everyone else was flying. There were scale jobs, flying saucer looking light flight creations, odd shaped flat depron foamie jobs, and even aerobatics and shock flyers present. We even saw a few electric helicopters present. There was literally something for everyone. Howard even had uniquely constructed (hard to imagine knowing Glen right?) highly modified home built blue depron foam jobs that really seemed to fly well. The overriding sense that I had was that everyone was friendly, helpful, and all were having a great time.

I would highly recommend a trip to the Dragons Dome for either watching (it's free) or flying your blue foamie or any other electric you might have.

(Continued on next page)

Indoor Flying at the Dragons Dome Continued

The cost per hour for flying is \$10, which I found to be quite reasonable given the quality of the facility. You pay on the honor system for the time that you were flying. You should call the Dragons Dome to verify flying hours as they are variable, sometimes running early from 6pm – 8pm or from 9pm – 11pm dependent on the schedule of the week.

So come on out and join us for our next adventure filled trip to the Dragons Dome. Rumor has it that next Tuesday we may have a couple of other club members present with hardware ready to test the astro-turf! I'll likely be there with my re-powered Ultimate ready to give it what for! It's a great time to fly in the off season and spend time with your flying buddies. Hope to see you on one of our future trips!



DUAL RATES - the Good, Bad, and Ugly

By Clay Ramskill

Usually found on radios with 6 or more channels, dual rates allow you, with a flip of a handy switch, to change how much servo response you get from a movement

of your control stick. There is a switch for each channel involved, and an adjustment for each which allows you to "dial in" how much less response you'll get with the dual rate "on".

Dual rate use is fairly simple - with the dual rate "off" you get normal response; that is, full servo rotation with full stick deflection. Turning dual rate "on", you get only a certain percentage of the servo rotation you would normally have had at any stick deflection. That percentage is what you control with the adjustment on the transmitter. This is a nice capability - your plane can be set to be wildly responsive for aerobatics, yet with dual rates on, you can still fly very smoothly, for landing, for instance. Pattern fliers use this a lot.

THE GOOD. You could set your plane up such that with dual rate on, the elevator travel isn't enough to stall the plane, allowing smooth, stall-free flight. Turning the rate back up then would allow such maneuvers as snaps and spins. Some folks use dual rates for landing only, to stop over controlling at slow speeds. Dual rate capability is super for test flying a new plane, when you're unsure of just how responsive the plane will be. The possibilities are near endless.

THE BAD. The radios with dual rates cost extra bucks. You have more switches to twiddle with, and to check before flight. And in dual rate, you're not using all your servo travel - they will not be as accurate

as they are using full travel, nor as powerful.

THE UGLY. The problem is that you get used to having a certain response from your plane, and expect that response all the time. With dual rates in use, you must remember whether you're "in" or "out" at all times so you know what responses your plane is capable of. A BUNCH of planes have been crashed that way; the pilot wondering why his plane wouldn't pull out of a loop like it normally did! Or on dual rates, the plane couldn't respond quick enough to overcome some turbulence on landing.

The Bottom Line. If you have dual rates and use them, you've got to know at all times where those little switches are set. If you don't use them, set them such that if the switch is turned on, you still have 100% travel; that way, it doesn't matter where the switch is. NEVER set the rate such that the plane is unflyable or only marginally controllable with dual rate "on". You all know how Murphy's Law works, right?

Quote

Mechanical things do not heal themselves. If it ain't working correctly now, it ain't gonna work correctly later on

Agenda

Washington R/C Flyers

January 10, 2006

Bernardi's Restaurant

"The will of the members will propel the Club forward!"

Welcome	Vern Mall
Roll Call	Jim Martin
Quorum	Jim Martin
Financial Report, Dues & Bonds	Jim Martin
Guests	1 st time?
	2 nd time ? Larry Speerly Larry Roberts
	Ladies (Please stand)

From this point on: Please stand to be acknowledged, and when addressing the membership.

Officers Comments	Wally Walwer - Steve Grob
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Safety Update	Bryan Miller
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Old Business

Item

1	Site Committee Update	Paul Cobb & committee members
2	Winter meeting place change Prop.)	Vern Mall (Katy's Restaurant, Jerry Hamilton
2 (cont)	Next Meeting February 7 @ Katy's Valentines Day)	Vern Mall (Moved forward 1 week due to
3	Other old business	?????

New Business

Item

1	Entertain motion to adjourn Program Kayton Heavrin
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