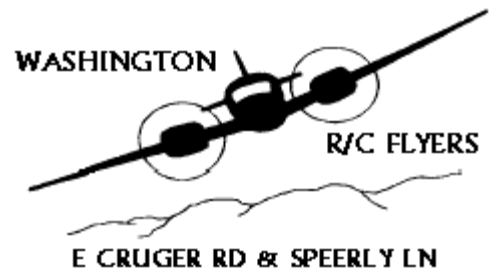


Washington R/C Flyers Newsletter



March 2005

www.washingtonrcflyers.com

Next Meeting



Our next meeting will be at the Navy Marine Club 1310 E Sieberling

Ave in Peoria Heights at 7:00 pm on Tuesday, March 8, 2005

Mow Schedule



I don't think so!

Safety Tip of The Month

Are your batteries sitting out in your cold garage being abused? Take care of your batteries now so they will take care of you in the spring. If you have a battery cycler run them through a charge/discharge cycle.

Site Committee update

The lease will go to the city council for approval on March 21st. The renewable ten year lease costs the club \$600 per year to compensate the city for lost revenue plus a one time charge of \$488 for fertilizer already applied

to the field. We expect a response to our \$1000 grant application from AMA by late May this year. Wally has reviewed several options for the second creek crossing with the road commissioner however; work on this area cannot start till late spring. Financing by membership dues and bond sales is at 90% as of the last meeting.
-Paul Cobb

Correction

The February Newsletter incorrectly stated that Joanne Heuermann Day was on January 15th. Actually it will be celebrated on the day of the Club Picnic which is yet to be determined.

New Member

At the February meeting Ken Bell was voted in as our newest Club member. Welcome to the Club Ken!

Survey Says...

Sometime during the month of March you will be receiving an email that contains a link to a Zoomerang Survey. The Site Committee is asking you to participate in this survey and answer questions about your abilities, knowledge, talents and tools that might be available for the upcoming construction projects at

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

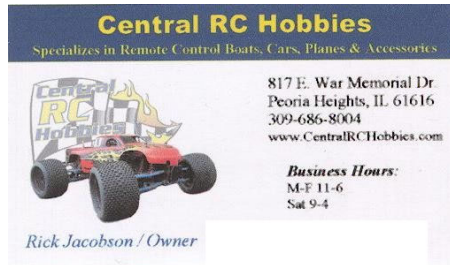
our new field. We'll need all the help we can get to prepare the field, plant grass, build the clubhouse, the sanitary facility and do many other related projects in order to get our new home up and running to our specifications. Thank you for your participation.

Roberts Rules

Here is a website that has great explanations of Roberts Rules. <http://www.robertsrules.org/> It works on the principle of Parliamentary Procedure. It is a set of rules for conduct at meetings that allows everyone to be heard and to make decisions without confusion. Our Membership meetings will start using these rules gradually. The first one we all need to practice is to stand up before speaking. (Continued)

Roberts Rules Continued

Instead of raising your hand or just speaking without being recognized, be the first to stand up and our President will recognize you. Try it at the March meeting!



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Rick Jacobson / Owner

Wally's World

Our Vice President Wally would like members to bring their favorite modeling tool to the March meeting. Provided it is not too big that is.



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From the Presidents Hanger

Fellow pilots, we are coming up to some exciting times in the next few months. We will soon have a lease on our new home and with that comes a lot of hard work. I'm not talking about the same kind of work you all have been doing, which was "paper work", but PURE OLD MANUAL LABOR. You know what I mean! Like digging a hole for the "Vault toilet", building a road, laying a footing for our new club house, tilling the soil, planting grass, pounding nails, sawing boards,

carrying shingles up a ladder, you know that kind of stuff. It will be a lot of hard work but that will bring us closer together and tighten the bond that has brought the membership this far. It appears that money for material is no problem. The membership took care of that with dues and bonds, you have the knowledge, the talent, and the will. So all we need is time!



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March Meeting Agenda

Washington R/C Flyers March 8, 2005. "The will of the members will propel our Club forward!"

- Welcome - Vern Mall
- Roll Call - Jim Martin
- Financial Report - Jim Martin
- Guests - 1st time? 2nd time - Mark Westphlan
- Safety Update - Bryan Miller

Old Business

1. Dues update - Jim Martin Feb 15 was the deadline
2. Bonds update - Jim Martin
3. Site Committee Update - Paul Cobb & committee members
4. Lease Agreement update - Bob Heuermann and or Vern Mall
5. Permit Status - Vern Mall
6. Constitution - Vern Mall
7. Other old business???

New Business

1. Vote on new member Mark Westphlan - Vern Mall
- 2.
- 3.
- 4.

- 5.
 - 6.
 - 7.
 8. Other new business???
- Entertain motion to adjourn
Show & Tell or Program



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EILEEN SHELDON

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. (Continued)

Learning To Torque Roll Continued

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. (Continued)

Learning To Torque Roll Continued

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