

Radio Control Flyers Unlimited

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Vice Pres-Chris White 209-202-4451
Secretary-Jason Alves 209-840-3199
Treasurer-Ron Lenci-209-479-3869

Flight Plan



Newsletter Rich Kranz-650-703-1560
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Volume 24, Issue 07

July 2024

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Next Meeting - July 20th at 10 AM



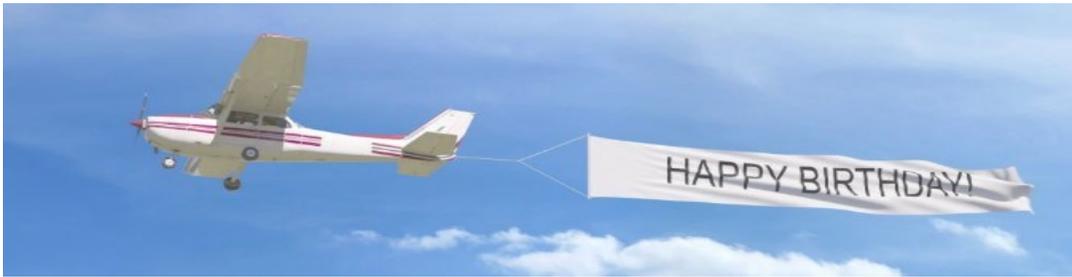
Pilots - Attention...

Our flying site will be closed to all activity on **June 29th** for the Woodward Park 4th of July Fireworks.

There is an IMAC event on **July 6th and 7th**. The flying site will be closed to all sport flying.

Ward Hendricks Celebration **July 13, 2024**

RCFU Club Meeting Saturday **July, 20, 2024 10:00 AM** at the flying site.



The flying site, Ward Hendricks Field, was founded by **Ward Hendricks** several years ago. Mr. Hendricks will be turning 100 years old on July 7, 2024. The club wants to honor Mr. Hendricks on July 13th with a get together at the field with a fun fly and float fly day and have a potluck lunch around noon time.

Also, Chris White and Jason Alves will be cooking up some tri-Tip and chicken. Please contact **Jack Cooke at 209-409-4378** to ask what you can bring to this special event.

It would be nice if you can send a birthday card to Mr. Hendricks.

Address:

417 S. Emerald Ave. Modesto, CA 95351



<https://youtu.be/aoHtkgHeUQE?si=ItCfwqVrpglxArX0> (VideoLINK)



https://youtu.be/P0iaY_-fE4A?si=bPAsA_QTO2-M7WIY (VideoLINK)



Minutes for June 8 2024 Meeting

June 8th - club meeting minutes

Meeting was called to order by president Jeremy Barzan. 17 members were present and one guest.

Minutes and treasurer report were accepted as given

The club will be offering t shirts and sweatshirts in blue or grey color. T shirts will be \$25 and sweatshirts are \$60. Payment up front is required for order, please bring cash to next meeting, which is on July 20th at 10 am.

Just a reminder to have your membership badges visible on your person while in the pit area please.

Member Glen Nelson offered to repaint the shack and refurbish it, many thanks in advance to him

Ward Hendricks 100 birthday party will be at the field on ~~July 20th~~, (now corrected to July 13th) Chris White and Jason Alves will be cooking tri tip and chicken , in addition Jack Cooke is taking information for anyone that wants to bring something for the pot luck.

Turlock flying club is having a swap meet on he first Saturday in August

Meeting was adjourned at 10:35 am



RCFU 2024 Event Calendar

January

Happy New Year All..

February

17 Meeting 10 AM-At the field

March

16 Meeting 3 PM-At the field

9-10 IMAC—Mark Huntley

23 RCFU Swap Meet—Jack C and Shawn

April

27 Pylon Racing (field closed to sport flying)

27 Meeting Cancelled

27 EF-1/T-34/Warbird Racing—Joe Delateur

May

TBA Meeting 10 AM-At the field

18 Float Fly—Shawn and Ron Lenci

June

June 8th Meeting 10 AM-At the field

15 Float Fly—Shawn and Ron Lenci

29 Float Fly—Shawn and Ron Lenci

29 Field Closed July 4th Fireworks

July

6-7 IMAC Event—Field Closed

13 Ward Hendricks Celebration and BBQ

13 Float Fly—Shawn and Ron Lenci

20 Meeting 10 AM-At the field

August

3 Float Fly—Shawn and Ron Lenci

TBA Meeting 10 AM-At the field

24 Float Fly—Shawn and Ron Lenci

September

TBA Meeting 10 AM-At the field

October

TBA Meeting 10 AM-At the field

5 EF-1/T-34/Warbird Racing—Joe Delateur

November

TBA Meeting 10 AM-2024 Elections-At the field

December

Happy Holidays ! No Meeting

Member Pictures



ME WHEN MY WIFE ASKS



**WHERE THE NEW
PLANE CAME FROM**

RCFU Field Rules Overview

The RCFU RC club has field rules that generally follow what most RC clubs use. We want to be good stewards of the land leased to us by Stanislaus County and good neighbors to the community at large. These rules are intended to supplement the AMA Safety Code and cover things relevant to flying at our Field. We have put these rules in place to make us a fun and SAFE place to spend a day flying R/C.

Field Rules & Regulations

All members and guests are responsible to adhere to these basic field rules. Safety officers, club officers as well as any member are expected to point out violations to offenders, doing so in a constructive and friendly non-confrontational way. Repeat or flagrant offenders will be brought before the Membership Committee (club officers) for consideration of grounding, suspension, or expulsion from the club.

Flying Field Area map: see next page...

Area 1 - Fixed wing takeoff & landing zone. Alternate with Helicopter flights unless Helicopter flying "scale" traffic pattern.

Area 2 - Fixed wing pilot's area.

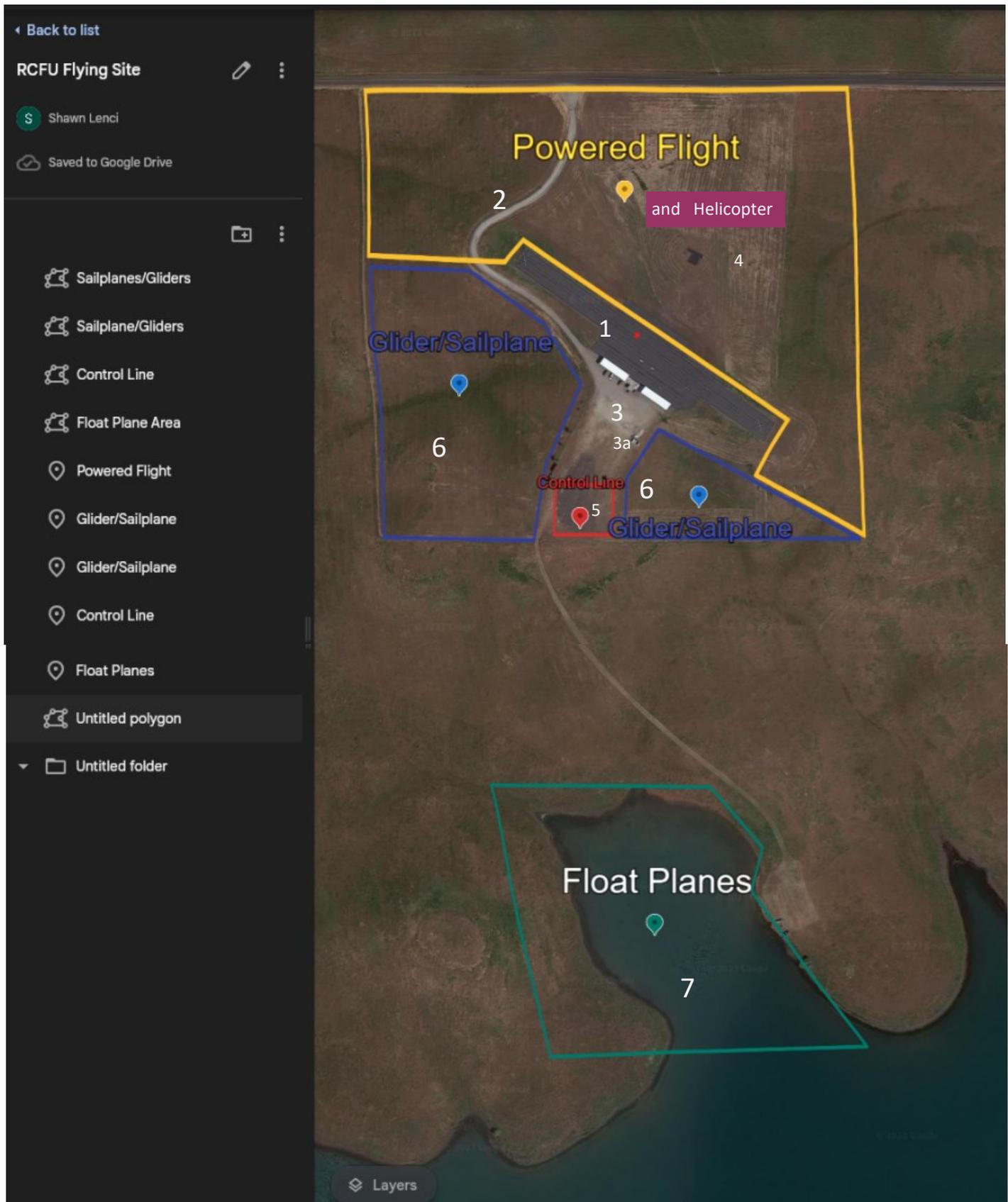
Area 3 - Pit and parking lot. 3a - Porta Potty

Area 4 - Helicopter flight NO Quad/Drones. Fixed wing and Helicopter pilots alternate turns unless Heli flying "scale".

Area 5 - Control line flying zone.

Area 6 - Glider Area

Area 7 - Floatplane & Float Fly



RCFU Tips & Tricks

Top 10 RC Flying Tips.... Gathered from many sources.

#1 Practice:

There are 3 things involved in flying: seeing, interpreting what we see, and stick action. Eyes – brain – fingers. Practice can improve any of these aspects. The best techniques shorten the brain interpretation step and become quite autonomic. At this point, most movements are quickly recognized and acted upon, and are a direct result of practice including simulator sessions..

#2 Land keeping plane pointed at yourself until late:

When Landing on final, point the nose of the plane directly at yourself until you are a short distance before the runway begins. It is easy to just make a slight left or right adjustment to find runway center. This is a remarkably good tip that solves landing issues. Trying to line up straight from a long approach confuses your eye because the perspective constantly changes. Your eye is confused at the plane's actual direction. This is why sometimes we just keep missing the runway. Also, Improve the softness of your landings by looking at the wheels instead of the plane as a whole in the last moments of the landing flare.

#3 Take off with Speed:

With warbirds and Jets especially, do not take off without plenty of speed... Especially on a maiden flight. Stay on the runway as long as possible. Biggest cause of crashes is lifting off early with scale planes where the initial speed loss of ascent or sharp ascent causes a tip stall. At this point, you are so slow all flight controls get very mushy and ineffective. Then it is not possible to recover. An overpowered plane eliminates this, but many scale planes can be very susceptible . It is easy to lift off accidentally as well. The extra speed is a necessary safety step.

#4 Elevator for speed and throttle for altitude:

While landing, the elevator should be used for AOA and airspeed, while the throttle should be used strategically for controlling for altitude during landing. Since you want to stall the plane near the ground to land and not bounce down the runway, you need to be slow. All full-scale planes land this way. They land with power on. The biggest and most common mistake is just coasting to the ground (idle) and landing too fast and then too far. Then the plane bounces and lifts off again and causes all kind of problems. Land slower by slowing down a lot and then adding a bit of power back. Again, full-scale planes do it this way especially airliners.

#5 Sticks together or sticks apart for knife edge (ADVANCED)

To enter knife edge flight from level flight move rudder/ aileron sticks in opposite direction (aileron slightly before rudder). NOTE: When rolling right, move the sticks apart and this will put the rudder the in correct direction. When rolling left, move the sticks together. Of course when doing this from inverted, left and right are opposite. Also, another tip is if you're seeing the **cano-**
py, move rudder stick to the tail, and if you're seeing the **belly** then move it towards the motor.

Likewise if the plane is heading away from you, and you want the plane to go to *your* right, you'll "push" the tail to the left, so rudder stick left, and that'll push the tail to the left and the plane will turn right, relative to you.

#6 When control is lost, keep flying the plane.

When in a crisis, don't panic. Keep flying the plane. So you're about to go down while trying a move close to the ground or at altitude. Don't immediately panic and give full throttle to (hopefully) pull out or just give up. Get the plane under control first **then** add an appropriate amount of throttle. Sometimes you'll crash anyway, though. Better to hit the ground under some semblance of "wings level"

#7 Power into turns when slow or on approach

Power into turns while making final turns for landing when going slow. Many warbird or jet crashes happen **flying slow on the corners**. The turn simply slows the slow flying plane even more, and the banked wings alters lift. The plane tip stalls, then your ailerons and elevator fail to do anything. It often feels like you lost radio signal, but you didn't. The mushiness is the planes way of signaling its lack of energy and closeness to loss of control. Unload the wing and add power.

ADVANCED WORK:

#8 Power for altitude in knife-edge flight

knife-edge flight is pretty easy to master. Getting low seems to be a universal problem until you know and understand this tip. Use the rudder only to establish angle of attack. And get the nose level or pointing upward. Then, reduce the power and the plane will descend. When you get low enough, just add throttle. Do not change the rudder. Although in truth, you may be adjusting rudder all the time, the principal is that power alone will be responsible for altitude.

#9 When hovering belly in move rudder in direction of falling wing.

When hovering with the belly facing you, or in the 180 degree point of a torque roll, if the wing drops in one direction or the other, use the rudder direction to lift that wing to level. In other words, think of the rudder as lifting the falling wing back up (because that is what it is doing). **PUSH THE RUDDER STICK IN THE DIRECTION OF THE FALLING WING.**

#10 When inverted, push the end toward in direction you want to go or move rudder to pointy end.

When flying inverted, it is good to imagine the plane being a disk, and the rudder will turn which ever pointy end (nose, tail, or either wing tip) is closest to you in the direction you move the stick. Whatever part of the plane you're looking at, use the stick to "push" that part of the plane in the direction you want it to go. Only the elevator is reversed... rudder & ailerons still correct.

For instance: If you're inverted coming towards yourself, if you want the plane to make a turn to *your* right you push the rudder right, and that'll push the nose to the right relative to you. Likewise if the plane is heading away from you, and you want the plane to go to *your* right, you'll "push" the tail to the left, so rudder stick left, and that'll push the tail to the left and the plane will turn right, relative to you. Lots to be worked out with some simulator sessions and a good instructor.

Until next month ...

Send questions and suggestions to RCFU.Newsletter@Gmail.com

Rich Kranz (Editor)