



## OFFICIAL NEWS FROM THE DIXIE AEROMASTERS

**APRIL 2007 EDITION**

**AN AMA GOLD LEADER CLUB**

### **\*\*\*\*\*NEXT MEETING:\*\*\*\*\***

**APRIL 16<sup>th</sup> 7 PM BACK AT THE "PICADILLY CAFETERIA" IN THE MACON MALL. To get to within walking distance of the cafeteria you must enter the parking spaces East of PENNEYS and come back West to the Picadilly Entrance. (THANKS TO MWA and their bogus water main problem) If you want to eat and fellowship be there early (6PM ish) Your presence counts, So make it count!!!!**

**BE THERE!!!**

### **YOUR ELECTED OFFICIALS:**

Wayne Stevenson, President	986-6067
Jim Turner, Vice Pres.	719-5787
Mason Bryan, Sec/Treas	405-2284

### **DIRECTIONS TO THE FIELD:**

Going North towards Gray, or South from Gray, on the Gray Highway, (GA St 129) watch for the new Traffic Light at LITE-N-TIE road. There is an Exchange Bank on the Southeast corner. Turn East onto LITE-N-TIE Road. Go about 1.5 miles to OVERLAND WAY and turn left. The field will be approximately 0.9 miles on the right.

### **UP AND COMING EVENTS:**

Pop Curtis Mem. (Mac's) April 13 & 14  
SEFF (Mac's) April 26 thru 29

### **EDITORIAL RAMBLINGS:**

Editor: "Mr. P-51 Bob"  
Phone: (478) 788-2916  
E-Mail: [p51repilot2@cox.net](mailto:p51repilot2@cox.net)

### **"FOOD FOR THOUGHT"**

I think I got the cart before the horse last month, even if it did give the old guys something to exercise the gray matter with. We all are guilty of having senior moments. That's the excuse I use most. Anyway here goes this Months Input for you to digest and enjoy. This is aimed at the new members that are at the low end of experience, but it makes a good checklist for us older more forgetful members with experience. Who, me?

Sooner or later, you will reach the point at which you will want to test-fly a new model yourself and not leave it to a more experienced club pilot to have all the fun. Let's look at some of the many things you need to check and consider to ensure a successful first test flight.

**Copied from: Model Airplane News  
(In part)  
“PRO FLIGHT TIPS”**

**TEN STEPS FOR A SUCCESSFUL  
FIRST or ANY TEST FLIGHT  
or  
TOP 10 REASONS NOT TO FLY**

- 1. Are all your controls installed properly with sufficient hinges that don't bind and have only a minimal hinge gap?**
- 2. Are your servos and pushrods properly installed?**
- 3. Are your servos, pushrods, and control horns the proper size for your model?**
- 4. Is your battery (Flight Pack) big enough and is it properly charged?**
- 5. Does your Engine run properly and reliably?**
  - a. Is throttle response smooth?**
  - b. Is idle set low enough to allow a safe and easy landing?**
  - c. Is the propeller the proper size?**
- 6. Is your model balanced properly?**
- 7. Is your fuel fresh and of the proper rating?**
- 8. Did you range check your radio?**
- 9. Do all controls work properly and in the correct direction?**
- 10. Is the wind calm?**

By all means, ask an experienced friend to help you check a new model to see whether anything is missing or if the

setup is incorrect. A second pair of eyes is always good insurance. Remember: a successful first flight doesn't start at the flying field; it starts on your building board. If you build a sound, true model, your chances of having a good first flight will be increased 100 fold. If you can not answer “yes” to all 10 questions, you should not fly a test flight or any flight for that matter.

If you build your model properly from the beginning and test run and adjust your engine at home, most of the time, this checklist will serve only to reinforce your confidence in your model and in your craftsmanship and confidence, that goes a long way toward making the hobby both safe and fun.

And the last input from “PRO FLIGHT TIPS” Remember this is mainly for our beginners but the more experienced may benefit from it as well.

## **“THE FIRST FLIGHT”**

If your Transmitter has Dual Rates, set up your models control throws properly, prior to takeoff. (If you need help with this, ASK FOR IT!) Set up your high and low rate values to the throws recommended in your model's instruction manual. Set high rates first, and then set the low rates to about 60 percent of the high settings. If you have exponential, dial in about 30 or 40 percent, for the first flight. You can always adjust the sensitivity later; you don't want to over-control the model on its first time up.

Fuel her up, ask a buddy to hold her, start the engine, and let the engine warm up a little. Check throttle response and idle. Taxi out to the end of the runway and slowly advance the throttle.

Do a few taxi tests, slowly increasing speed with each run until you feel confident that you can control the model's heading with the rudder. If everything feels OK, taxi back to the takeoff end of the runway, turn into the wind, and advance the throttle. Let the model accelerate into the wind, and when it gets light on the gear, apply a little up-elevator and let it break ground. After liftoff, keep the departure angle shallow, and let the B-1RD gain some airspeed before you add a little more up-elevator to climb out. Remember to ease off the up-elevator if the climb out angle gets too steep. You may even have to ease in some down-elevator by slightly easing the control stick forward. Remember, your greatest asset, at this point, is airspeed.

Make your first few turns shallow, and use the rudder to coordinate them. Once your model is at a safe altitude, throttle back to about 75 percent power and trim the model for straight and level flight. Note how it "feels." Is it sensitive to control input, or could it use more control throw? Take mental notes, or better yet ask a buddy to write down your comments. If all is as it should be, take a deep breath, fly around the pattern a few times, and try to calm down. Don't do anything fancy right now; you can loop and roll during the second and third flights, but for now, just feel the model out. You can "Hotdog" on subsequent flights. Once you feel comfortable, fly the model at a slower airspeed, and adjust the elevator trim for the reduced throttle setting. See how it behaves and how the controls feel at the lower end of the speed envelope. Once you feel confident with the model's slow-speed handling, try a low pass or two, or three, or four, or more.

Before you set up your first approach and landing, you should get comfortable with the presentation of your model. Your model should look good on approach. Not like it is about to fall out of the sky, or snap roll into the ground. OK are you comfortable with the she looks? Let's try an approach and landing.

Approach at a moderate decent angle and remember to maintain a little throttle to control the decent rate (about  $\frac{1}{4}$  throttle). When your model is over the end of the runway, pull the throttle to idle, keep the wings level, and use the rudder to make corrections in heading. Fly the model all the way down, and then flare just before you touch down. Your model may float a little after the flare because of ground effect. Be aware of this, and make sure you won't run out of runway. If you feel unsure of where you are, in relation to runway position, throttle up and go around and try again. After touchdown, let your model run out straight, and stay on the rudder until it comes to a stop. Now take a deep breath, stop your knees knocking and your hands shaking, congratulate yourself, and then taxi your pride and joy back to the pits.

WOW! That wasn't so hard, now was it? Nothing is as rewarding as the first time you test-fly your own model. Take everything one step at a time, do your homework, and all your test flights will be the same--- --- ---uneventful!

Our Spring Fly-In was a fantastic success. If you missed it, I'm here to tell you "YOU MISSED ONE HECK OF A GOOD ONE." All in all we had a fantastic time and so did everyone else. I believe we met our goal and then some.

First off we were visited by Charles Reid wearing a baseball cap. (It almost didn't look like him) You know, the traffic guy on WMAZ Channel 13. I think he videotaped near everything on the ground and most near everything in the air. Did anyone see the results on Ch 13, WMAZ?

Mac and Dan Stevens, as usual, dazzled the crowd with the B-29 and Bell X-1 rendition of Chuck Yeager's first flight through the sound barrier. As usual, under Mac's "Show Stopping Expertise," the crowd saw a B-29 do a few things it was never meant to do.

Don Rusin flew his "Big Beautiful Doll" (and a Big Beautiful Doll she is) Do I need to tell you or do you already know that it is a magnificent P-51D Mustang. What else did you expect me to say?

Ryan Evans wowed the folks with his "Masters Routine" and as usual it was an awesome crowd pleaser.

Scott O'Quinn did double duty for the show by flying his turbine powered DV8R. (Man is that thing fast. I don't know why Scott won't let me buddy box it) He also dropped 10 pounds of Candy on the runway for the kids. We had to keep the runway closed for quite a spell while the kids picked it all up. Did the suckers taste good Don?

Jim Boone, (Hummm??? kin to Daniel?) came all the way from Smiths, Alabama to thrill the crowd with his Parachute Jumpers and John Wolfe showed us how a helicopter ought to fly.

We had many "hits" on the Paintball Bird, non-disabling, and several takers on the Buddy Box. I think we even signed up a couple new members.

Last but definitely not the least, Wayne asked me to pass on to Mrs. Linda

Lawler, (Blake's Mom), our heartfelt thanks for the wonderful support and help she offered this club, without having to be asked, I might add. If you bought tickets for the raffle, you most likely bought them from her. She sold more tickets than we've had sold for quite some time. I'm here to tell you that lovely lady walked up and down the flight line an uncountable number of times and went through almost a whole roll of tickets. There is a mess of tickets on a roll.

Mrs. Lawler, the Dixie Aeromasters thank you, and salute you.

And now a word for our favorite sponsor:

**BEST RADIO CONTROL**

**"GOOD STUFF"**

**Headquarters, anywhere:**

**HODGES HOBBIES**

**All roads lead to and end at:**

428 Neil Hodges Road

Andersonville, Georgia 31711

Phone: 1 (866) 924-9505

E-Mail: [mac@hodgeshobbies.com](mailto:mac@hodgeshobbies.com)

**MAC HODGES, HE'S  
THE MAN, IF HE  
AIN'T GOT IT, HE  
CAN GET IT! IF MAC  
AIN'T GOT IT, AND  
HE CAN'T GET IT,  
YOU DON'T NEED IT!  
Ask for "Somethin else"**