



OFFICIAL NEWS FROM THE DIXIE AEROMASTERS

FEBRUARY 2007 EDITION

AN AMA GOLD LEADER CLUB

NEXT MEETING:

The next regular Meeting will be on February 19th at the Picadilly Cafeteria, in Macon Mall, 7 PM. This is your Club and your PRESENCE makes a HUGE difference. Make the difference count.

BE THERE!!!!!!

DIRECTIONS TO THE FIELD:

Going North towards, or South from Gray, on the Gray Highway, (GA State 129) watch for the traffic light at Lite-N-Tie Road. There is an Exchange Bank at that intersection. Turn East onto LITE-N-TIE ROAD. Go 1.5 miles to OVERLAND WAY and turn left. The field will be approx. 0.9 mile on the right.

UP & COMING EVENTS:

GAMA Swap Meet in Perry March 2 & 3
DA FLY-IN (New Club Field) March 31
Pop Curtis Mem. (Mac's) April 13 & 14
SEFF (Mac's) April 26 thru 29

YOUR ELECTED OFFICIALS:

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

NEWSLETTER EDITOR:

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Newsletter Published on 2nd Monday ea month

FROM THE SQUARE OFFICE:

"Your President's voice" Through your Editor

Wayne has asked me to put anything I thought would be good for the cause, cause he was snowed under. So here goes:

OUR FIELD FUND NEEDS HELP!

It will be to everyone's advantage to do all they possibly can to help us get our Field into good condition so that we can start doing some Community activities, such as "The Make-A-Wish Fly-In" and "The Toy's For Tot's Fly-In." Those two outings all by them selves generate a lot of community Respect for Our Club. We are trying to raise enough funds to get our runway, our pit area, and parking lot up to EPA standards and Jones County's requirements. We certainly do not want to ignore these promise's we made to the folks that own our Field or the folks that control what we can, or can not do there.

There is \$4,730.00 in required (by the EPA and the county Commissioners) projects to complete and \$2,679.00 in over and above requirements that are needed to improve the usability of the field.

Not to bore any one into thinking all we want is all your M-O-N-E-Y, the club is proposing a couple Ideas:

We have rented several tables at the Perry Fair Grounds, (The site of the GAMA, Southeastern Model Aircraft

show & Swap Meet) for March 2nd & 3rd. We are anticipating that anyone who has some extra “STUFF” they don’t need, and feel they can live without, if they would donate it to the club and get it to the collection point prior to those dates, the club will get all the “STUFF” to the sale.

“Important Information”

“NOTE” If you need someone to pick-up your extra ”STUF”, Call me, Your Editor, (I’m retired with all the free time my wife will let me have) at 788-2916 and I will come and get it and deliver it to the collection point.

Also Doug Gerdes has made himself available to transport your extra, over, and above necessary, “STUFF”. His contact phone number is:

Home: (478) 743-7950 or © 360-661-5996

He is Retired Navy and has some free time like I do. (We earned it, the hard way)

We are also pre planning a Spring Fly-In on the 31st of March. If the last two outings we have had at the new field are any indication, we can generate a fair amount of revenue, and have some fun doing it.

However, we need “A Few Good Men” to step up to the plate, and help get these projects off the board, and into reality. Remember the more folks that help, the less a single person has to do, and the less he has to do, the more fun time he has, and the more fun time he has, the more flying time he has. Do you see where this is going? I hope so. I am not alone, for sure, when it comes to not having an idea what it is like to fly an

event on our home field during a Fun-Fly or a Fly-In.

Now, please donate some of that “OLD STUFF” You no longer are using to the club and volunteer some of your time to help at our Spring Fly-In. Just think, it might put a smile on your face. If one appears, I promise your face won’t hurt or break.

TREASURERS REPORT:

	Balance 11/30/06	\$1,672.40
	<u>Disbursements:</u>	
12/10/06	Web Site Draft	-7.99
12/15/06	Postage (Mbr. Renew.)	-34.71
01/01/07	Porta-Potty Ser.	-220.00
	<u>Total Disbursed:</u>	-\$262.70
	<u>Receipts:</u>	
<u>11/30/06</u>	Member Dues	281.00
01/12/07	Member Dues	1190.00
01/16/07	Member Dues	90.00
	<u>Total receipts:</u>	\$1561.00
	Balance 01/15/07	\$2970.70

EDITORIAL RAMBLINGS:

“FOOD FOR THOUGHT”

I found something that some of us “Old Guys,” (Remember, old age makes us forget) can use a bit to brush up on, as well as giving a new comer an insight as to what their models can do, as they improve their piloting skills. The following is extracted from a supplement to the Model Airplane News Magazine, known as “Pro Flight Tips,” and it’s titled:

“SETTING UP YOUR RADIO FOR FUN FLY MODELS”

EDITORS NOTE: Do not try this unless you are confident and comfortable with your model. Seek help if necessary.

You can greatly increase your fun-fly model's control responses if you use a computer Radio. These models are very aerobatic, and when they fly, they can tie knots in the sky!

Usually, fun-fly models have at least five servos: two for ailerons, and one each for elevator, rudder, and throttle. The two huge ailerons are there to ensure good roll authority. With a computer radio, you can couple the two aileron surfaces to the elevator to make very tight loops and sharp corners. Also you can make both ailerons go up at the same time for very steep but controlled landing approaches.

It's pretty easy to set up the model for all these functions. Most computer radios have built in mixing functions for flaperons, airbrakes, and elevator/flap coupling. Use these functions to get the best flying characteristics possible for these fun models. Of course you may also want to use standard aerobatics functions, such as snap roll switches.

FLAPERONS

“Flaperons” is the name coined for the combined function of ailerons and flaps. The aileron surfaces move in opposite directions of each other for roll control (like normal ailerons), and they also move up and down in unison for flap action whenever the flap control (usually a knob) is moved.

Occasionally, a model's instructions will specify more up-aileron travel than down-aileron travel. This is called “Differential.” Some radios will not allow you to have both flaperon and differential functions operating at the same time. Though at first this might seem troublesome, it isn't a big deal. Within its menu, the flaperon function allows you to separately specify the up and down motions of each aileron, so you can create differential within the flaperon menu.

“ELEVATOR TO FLAP MIXING”

The use of mechanically coupled flaps and elevators began in the 1950s with control-line models. Someone discovered that if you made the flaps drop with up-elevator, you would be able to do square loops much more effectively. These days, it works equally well when used with RC fun-fly models. Elevator to flap mixing applies channel mixing, so that when it is turned on, your aircraft will make very crisp corners in maneuvers and loops will become very tight. The rate of mixing may usually be set differently for up- and down-elevator commands (outside and inside loops).

If flaperons and elevator-to-flap mixing are activated, both ailerons will droop when you pull up-elevator.

“AIR BRAKES AND LANDING MODE”

In some brands of radio, the air-brake mixing function is called “landing mode.” This mixing function is used for increasing the model's drag so you can increase the approach angle, making Landings shorter, easier, and more precise.

When activated, the airbrake function offsets the neutral positions of

dual aileron servos and elevator to new positions. The idea is to raise both ailerons simultaneously and trim the elevator to regain the lift lost by the up-aileron movement. This arrangement adds much drag to steepen the approach.

The airbrake function may be activated in several ways, depending on your make and model of radio. The first, and most commonly used, is in proportion to the throttle stick position. If the airbrake function is turned on, once the throttle stick moves below a defined set point, the airbrake motion controlled proportionally by the throttle stick, and maximum offsets occur at the low throttle stick position. This is sometimes called the “linear” airbrake mode. Another way to set up the function is to set the airbrake function to deploy to its new position as soon as the throttle stick passes below the defined set point.

A third way you may choose to activate airbrakes is by flipping a switch. When you do this, it all happens at once: all the controls snap to their offset positions, regardless of the throttle stick position. No matter which type of airbrake setup you use, the aileron and elevator controls allow you to make normal flying commands as your model descends steeply.

TEST FLIGHT:

Now you are ready to test fly this dream machine. Make sure that you understand which switches activate the various functions and what should happen when each is activated. Make sure that the airbrakes are turned off for the first part of the flight. When you are ready and the model is several mistakes and a couple of dumb thumbs high,

activate the air brake function and determine how much elevator you need to trim the model and whether you want a shallower or steeper decent (decreased or increased flaperon droop). If the function is activated with throttle stick, you can also decide weather you want airbrakes to turn on earlier or later. Have a friend take some notes on what’s needed, and adjust the model after you land. It may take several flights and adjustments to make the model fly just the way you want it to.

Next Month: Selecting Props for scale speed. I can hardly wait to put this one out. Editor

YOU AIN”T “IN” THE “IN” CROWD,
IF YOU HAVE NOT BEEN “IN”
and Bought “STUFF” at
HODGES HOBBIES

All roads lead to and end at
428 Neil Hodges Road
Andersonville, GA 31711
Phone: (800) 924-9505
E-Mail: mac@hodgeshobbies.com

And if you are ever in Eastman, GA stop by and say “Hi” to Chad and Chuck at:



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