



Eagle Flight

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From the Editor

I have been a NY Mets fan from their very beginning, them being the only National League team in New York. If you have any interest at all in baseball, you are aware that this year the Mets got off to a great start only to run into a spell of injuries, poor performance and, in general, lousy play. It has occurred to me that The Flying Eagles are following a similar trail. When we first moved to our current field, we had things pretty good, a paved runway plus a grass strip, virtually unlimited airspace, electric power at the flight line and a Wait List of pilots wanting to join the best club in the world (well, that might just be a bit of an exaggeration). Gradually, the shine has worn off and things are not so great at the moment. Interest in the hobby has waned, our membership has declined and our landlord has been less than considerate regarding what goes on around our field. So, what do we do now? Maybe we take a tip from the Mets. They have been in dire straits in the past, the laughing stock of major league baseball, but gradually, through patience, perseverance and some interesting deals, they have, several times, built their team into a contender. We can, in a way, imitate their actions. First, we can't expect things to change overnight; recovery will take time so patience is necessary. Second, we cannot raise the white flag of surrender, just the opposite, we have to rally around the Club, keep it alive while we work to make things better. And, finally, we have to keep looking for ways to bring the Flying Eagles back to the quality organization it was not all that long ago, maybe through negotiating with our landlord, maybe by securing a new (and better) flying site, maybe by combining with another club. Whatever it takes, Rally 'Round the Flag, Boys! Let's not let a really good club fly off into the sunset.

Your Newsletter Editor

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Meeting Minutes

Before getting to the May meeting minutes, one action during the April meeting was inadvertently omitted from “New Business” in the April Meeting Minutes. That oversight is hereby corrected:

Honorary Memberships were put forth for consideration. It was proposed that Chuck Kuhl, long-time (very long-time) member, past President and all-around Good Guy join our other Honorary Members, Bob Sangianario, Bob Scarpinato and Tom Cavagnaro. Approval of all four was unanimous.

And now on to this month’s happenings.

May 2, 2018

The May meeting was called to order at 8:01pm by President Andre Perez with the Pledge of Allegiance. Twelve members, 11 Regular and one Junior were in attendance.

Treasurer’s Report – The state of our finances through the end of April was presented by our money manager, Joe Tito. Our current roster stands at 33 Regular Members and 6 Juniors.

Field Report –

The Porta-Potty is on hold pending clarification of the field situation. It will serve you well if you plan ahead for your time at the field until the situation is resolved, hopefully not too far in the future. In the meantime, you might want to skip that last cup of coffee before you leave the house.

LI Compost continues to be an issue. The mounds are creeping closer (or so it seems) and getting higher (or so that also appears), but of most concern are the noise of the machinery, the dust raised by the grinding and churning and, last but certainly not the least, the aroma of decomposing compost (perfume it ain’t). These issues are most evident when the wind is from the southeast. We’re working the problems, but it may take some time.

Old Business –

Election of Officers went off without a hitch. All nominees ran unopposed so election was by acclamation. For better or worse, your freshly scrubbed and sparkling clean officers for the coming year are:

President	Andre Perez
Vice-President	James Simonetti
Secretary	Bruno Sidor
Treasurer	Joe Tito
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Longwood Library display took place as scheduled on Sunday, April 22nd. Club support was commendable with eight members displaying evidence of their involvement with the hobby. By actual count, 43 library patrons took advantage of the opportunity to see what we’re up to in our spare time. Unfortunately, in spite of some ooh’s and aah’s, particularly over the flight simulator displayed on a gigunda screen, we did not succeed in convincing anyone to drop their everyday lives to join us. Oh well! Maybe next time.

Summer Meetings, June, July and August, will be scheduled at the field, weather permitting, of course. Members are encouraged to watch the club website for any change in plans. Flying is encouraged before and after the business meeting, but discouraged during the meeting.

New Business –

Annual Veterans' Memorial Airshow remains our premier club event for the year. Pending agreement from the Sunken Meadow Park manager, we are expecting it to take place on Sunday, September 9th. Although there is plenty of time, Andre plans to request the permit in the near future to secure the date.

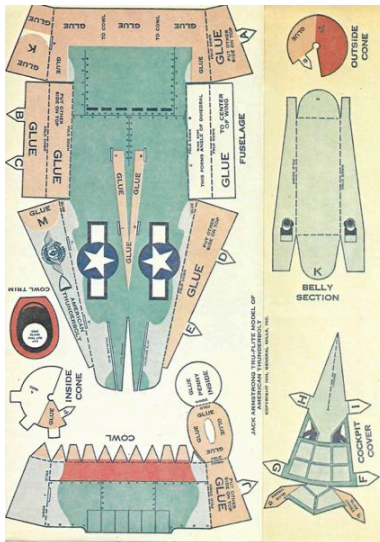
We are officially a sanctioned AMA club. The 2018-19 Charter is in hand. Pilots, Start your engines!

As all members should be aware, we are ever on the lookout for an alternate flying site. Are we about to move? Hopefully not, but better to be aware of our options should the need arise than to be caught with our pants down. Andre has been on the lookout and has identified a few prospects. But, as members should also be aware, not everyone on Long Island is eager to have a model airplane club on their property.

Also, on the subject of RC flying sites, Vince Juliano, recognizing that we appear to be a hobby in decline and we could benefit from a regional flying site, gave a brief presentation on a plan to promote such a site in the Town of Riverhead. He has already spoken to several well-placed officials and has received some encouragement on the project. His primary thrust is to cultivate community interest and involvement which, in turn, would help convince town officials to underwrite the site. He admits that the project would be somewhat labor intensive, requiring a number of motivated and dedicated RC people to get involved. To that end, he plans to take his presentation to as many clubs in the vicinity as he can manage. It is an ambitious undertaking and we wish him well; we could all benefit from such a site. If anyone wishes more information, feel free to contact Vince at (631) 744-6882 or 'vjuliano@optonline.net.

Show & Tell

Bruno Sidor took us on a long trip down memory lane, all the way to 1944, in fact. That's when he first became involved with model planes. His introduction to the hobby came on the back of a Wheaties cereal box. Way back then, General Mills decided to entice youngsters to favor that particular cereal by printing paper (actually paperboard) airplane kits on the boxes. Sharp scissors, a little glue and a penny were all that was required to produce a well-behaved miniature warplane. A somewhat worn-out memory faintly recalls that the back-of-the-box were reproduced in black and white, BUT for two Wheaties box-tops and a dime (and a 3-cent postage stamp), you could send for a pack of three, full-color models printed on heavy paper. What a thrill! And he has been building models ever since. To illustrate his history lesson, Bruno passed around a reproduction of one of the mail-order models he found on eBay. There is a footnote to his tale and that is, for correct balance, you have to use a penny minted prior to 1963. Pennies were heavier prior to that date. Who wudda thunk?



Fickle Finger of Flight – No candidates presented themselves or were ratted out so everyone escaped the spotlight for this month.

Raffle – No tickets, few people, no raffle.

All business being concluded, President Andre adjourned the meeting at 8:52pm.

Respectfully submitted,

Bruno Sidor, Secretary

Continuing Modeling Education

Adverse Yaw, It's Cause and Cure

With most kits, including ARFs, toward the back of the construction/assembly manual there will be a section called “Control Throws” or something similar. In that section will be very precise instructions for setting up the max travel of each control surface in inches, millimeters, or degrees, often citing these measurements for high-rate and low-rate settings. Usually, the instructions tell you to set each surface to +/- specific amounts for each of the high and low settings.

This approach works pretty well for elevator and rudder but can create issues when applied to ailerons. Enter Adverse Yaw. To borrow a line from Jeff Foxworthy, you may be in Adverse Yaw if:

- Your plane skids through turns.
- It's tail drops during a turn.

- The nose wants to move out of the turn.
- A roll turns into a corkscrew

“How Come?” you may ask and “What do I do about it?” With no aileron deflection, the wing has the same lift and drag on both panels (assuming the wing is built to spec, that is) and the plane will fly straight and true. Now feed in aileron to bank to the left. What happens? The left aileron moves up, reducing the lift on the left-wing panel; the right aileron moves down, increasing the camber of the wing, creating more lift, the plane banks to the left and, for almost every plane in the world, with the possible exception of a Piper Cub, a left turn will ensue. Now, here’s where the plot gets interesting. Increased lift also means increased drag; increased drag means more resistance to motion; increased resistance means the wing with the higher lift (and more drag), left to its own devices, wants to slow down (hence the term “Drag”). In our example, the plane is being told to turn left while the drag on the right wing (higher lift, remember) wants the plane to go to the right - - - Aha! Adverse Yaw!

So, what to do? Well, there are three options to choose from.

1. OPTION ONE: Suck it up and live with it. This is obviously the simplest solution and, in all probability, the option most casual pilots go for. So, what if the plane staggers through a turn or wanders a little during a roll?
2. OPTION TWO: Feed in some rudder during the turn. That will offset the adverse yaw and no one will detect that you are cheating a little. After a few (or a few hundred) maneuvers, you’ll get the hang of it. And, in the process, some of you will actually figure out how to use that floppy thing at the back of the vertical fin.
3. OPTION THREE: And probably the best choice, set up differential aileron. If you are old-school (i.e., don’t have a programmable radio) and/or use a single servo to control both ailerons, you have to resort to positioning the servo arm off-center when in neutral. If you do have a programmable transmitter and use separate aileron servos, use the programming feature to set up the differential. Refer to your transmitter instruction manual for setting up the differential function. In either case, this is a trial-and-error process, but start with somewhere between 25 and 50 % less down deflection than up. Fly your plane, see how it reacts, then, if necessary, bring it down, adjust the differential just a little and try it again. Once you are satisfied with how the plane tracks through the maneuvers, you are home free. Just remember that the differential setting you end up with works only for that specific airplane; you have to go through the same process for each plane you fly.

Good luck and happy flying.

NEXT MEETING

Friday, June 1st

At the Field, Conditions Permitting

Field opens at 9:00am if you want to come really early

Business Meeting Starts at 6:00pm

Flying before and after meeting, **BUT** not during