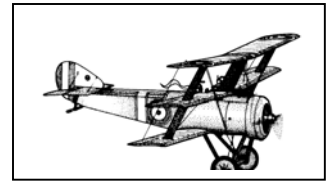


Newsletter Editor
Roger A. Luther
raluther@atlanticbb.net

The Johnstown R/C Club Digital Dope Sheet



August 2008 Newsletter

Johnstown R/C Club's Forty-Sixth Year

Join us online at: www.Johnstownrc.org



Fathers Day, 2008- Rick, Scott, Ken, Myron, Mark, Ken, Paul, Jim, Cliff, Travis, Frank, Tony, Roger

Fathers Day Picnic

Sunday, June 15, was Fathers Day, and so we didn't expect too many flyers out at the field, but look at the nice crowd that turned out. Several other club members were present also, but left prior to the picture. We enjoyed a great hot dog feast! It was a perfect day for flying and everyone had a good time except Ken Reese and Scott. They had an equipment failure and each lost a plane. Ken was carrying up Scott's sailplane with his big Kadet and lost his elevator control, causing the dual crash. The picture shown above was placed on the homepage of the clubs website for several weeks. You really couldn't ask for a nicer day, it was warm, about 80 degrees, with low humidity and calm winds. Just what an RC flyer wants!

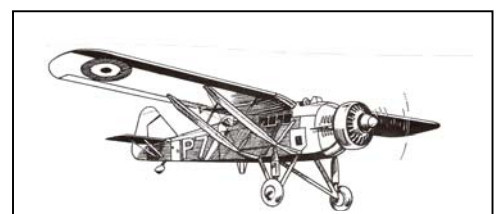
New Member Mark Turzak.....

Our newest club member is Mark Turzak, who joined our club at the June meeting. Mark hails from the Portage area and has been interested in RC flying before, way back in the 1980's, but he didn't stay with it long enough at that time to become a proficient flyer. Mark is 46 years old, and works for Sheetz as a installer of equipment for their new, and remodeled stores. Prior to this, he worked at the SKF plant in Altoona. Mark has one daughter who currently lives in England. He is retired from the Air Force Reserve having been on active duty for 12 years plus serving 10 additional years in the reserves. Mark's other interests include "reef aquariums", motor

cycles, and ATV's. Mark is learning RC under the instruction of veteran flyer and instructor Paul Yuhas. On Fathers Day he performed very well and will be flying solo very soon.



Mark Turzak



Next Club Meeting...

Our Next Club Meeting will be held on Tuesday, August 5th at 8:30 pm. We will fly before the meeting at the field if the weather permits.

Never Fly Alone Again.....



With this new addition at our field you will never have to fly alone! Club president, Sam Kaplitz has constructed a neat little twin engine airplane and attached it to the side of our flight box, and boy does it go! When the wind picks up, both engines start to turn and the plane heads windward to give you another place to check the wind direction. Thanks Sam for the model, which in the future can keep any “lone flyer” company!

June Picnic a Windy Success.....

We had a good turnout for the June Family Picnic, but the wind was so bad that only three flyers ventured up to fly. Call them crazy, but only Scott, Roger, and Sam took off that day, and remarkably, everybody got their planes down safely with no damage! The food was great with an abundant selection. Lot's of “shop talk” took place while we waited for the wind to calm down.



June Family Picnic on a windy June 29th, 2009

June Club Meeting Recap.....

Our July club meeting was held on Tuesday, the 1st, with 15 club members present. Several of us flew at the field prior to the meeting and the conditions were fantastic! Notice was given for several upcoming important dates. Our field will be closed on Sunday July 20th due to the Saddle Clubs annual horse show. Our club is invited to the Mulligan Hill Field near New Florence that day to fly with them. It will be a “hot dog” Sunday at their field instead of ours. Also, on the weekend of August 23rd and 24th, the Saddle Club will hold the Windber Hospice horse show, and we will be restricted to flying only on our side of the road both days. We learned that our grounds keeper, Don Hoffman was taken to the hospital on Saturday, June 28th with chest pains. He underwent a series of tests and came home on Tuesday, July 1st with a clean bill.

Several members did a “show and tell”. Roger showed his new “Air Hog” mini electric bi-plane, similar to those that several club members have also purchased. They were only \$20 at Aldi's, and they fly fairly well. You can't beat that price for the plane, and the controller. All you have to add is 6 AA batteries. Al Stein was clearing out some of his spare RC support equipment, and offered a number of items to club members at cut-rate prices. We will have our July family picnic on Sunday, July 27th. It was decided to look into getting our flying fields outer areas “Bush Hogged” down to a foot or so, to eliminate the volunteer tree and brush growth. Roger will look into who could do this, and how much it might cost. Paul read our minutes from the June meeting and Ken gave a treasurers report, and the meeting was adjourned by 9:15pm. Nine club members went to Pappy's for Pizza afterward.

Update on Field Damage Hearing

On Wednesday, July 2nd, both Sam and Roger attended the preliminary hearing for the two boys who damaged our field back in April. The hearing has been “continued” several times since then due to various reasons. After several conferences between the boys lawyer, county prosecutor, judge, arresting officer, etc. we all went into the court room and found that “a deal” had been made. Surprisingly, all the charges were dropped, and the case was settled with the boys having made restitution to our club for the damage they caused. No fines were imposed since the charges were dropped. Both Sam and I believe both boys got a “good lesson learned” experience, but one that will not go “on their record” which might have adversely affected their future. In other words, the case is “closed”.

Nail Those Landings

by Dan Stahn

Hello fellow members. I was looking through my latest *Plane & Pilot* magazine. Hang with me for a minute. It had an article about getting set up for landings. It was titled “101 Secrets for Super Landings.” I picked out 22 that would apply to RC.

Now you’re thinking, 101 secrets, that’s a lot. How many things do I need to do or think about to land my airplane?

Landings are when you need to concentrate the most on what the airplane is doing and making the airplane go where you want it to go. I’m not going to use all 101 secrets here mainly because they don’t all apply. Such as landing on a slope,

and using the runway numbers through the windshield to control your glide slope, or even about warning your passengers about moving around during the landing. Or having your radios tuned to the correct ATC frequency before getting in the pattern. You know; stuff like that.

What I have done is to apply those that would help you to place your airplane in the pattern at our RC field as if it were the real, full-scale pattern. Over the years I have used these helpful articles to better myself and to help me make the landing to look much better and hit the runway as many times as I can. Give these a try and see if there aren’t any of these secrets that can help you.

1. Have a plan: Don’t let the airplane determine your approach. Plan out your landing well in advance. Maybe two or three circuits around the pattern before you make the landing.

2. Visualize the flight path: Think ahead of the airplane and imagine your flight path as a narrow rectangular tunnel with the runway at the end.

3. Keep your downward approach consistent: Put your airplane in the same place every time.

4. Fluctuations in speed are wasting precious altitude and energy.

5. Deploying flaps at too fast of a speed only messes up your trim and you can’t keep steady throttle settings.

6. Don’t wrestle with it; you make the airplane land.

7. Think centerline: Form a routine where you put the airplane on the centerline of the runway every time.

8. Don’t chase the airspeed: Wind gusts can cause air speed fluctuations. Don’t chase them; average out the fluctuations by holding the nose attitude steady.

9. Have a go-around point selected: Designate a place on the runway as your touchdown area. If you don’t make it, go around. Don’t make a bad situation worse.

10. Don’t forget to flare: When you are short on final, be thinking of the flare before you touchdown.

11. Make small power changes: It’s always best to make small power changes when needed rather than being behind a change and then having to play catch up.

12. Correct flight-path changes immediately: Either speed or position or whatever—if it isn’t right, fix it. Don’t let needed corrections pile up.

13. Plan ahead: This is very important. Compare where the airplane will go if you don’t change anything to where it will go if you do. If they don’t match, make it match.

14. Don’t fly the pattern too fast: If you fly at a reduced speed, you lessen the chance of missing the runway.

15. Practice approaches: Spend a couple of flights just doing touch-and-gos or complete landings and then take off again. This will help you to get the “feel” for the runway.

16. Think about the rudder as centerline control: Use the rudder to keep the nose

ahead of the tail, independent of the ailerons.

17. Adjust for the crosswind before the flare:

Use the rudder to keep the nose and tail on the centerline and use ailerons to kill the crosswind.

18. Adjust the landing pattern for the size of the airplane:

Small airplanes need smaller patterns. Big and fast airplanes need more room.

19. Don't let the nose land first:

If you have tri-gear, hold the flare so you land on the mains first.

20. Don't try to save a bad bounce:

Go around and try again.

21. Break the glide then set up the flare:

On approach, don't fly into the runway and flare, it will bounce.

22. After a crosswind landing, don't relax the ailerons:

Keep the ailerons into the wind until you stop. And use the rudder to stay on the centerline of the runway.

You might be thinking that these hints are not needed when you go out to fly that Pizazz or FunTiger or Ultrastik and that's okay. These airplanes are designed to do tight maneuvers and fly radically and fly slow with small amounts of wind, that's why we like them. But they too can be landed on the runway every time using these hints. It surely helps when you fly the scale or heavy wing loaded airplanes. You might even be able to step up to the next level of airplane with these hints.

Thanks to Al Stein for submitting this article for the newsletter!



No Fly Day at our Field, Mulligan Hill Club Helps Out!

Sunday, July 20th was scheduled for a “no fly day” at our field due to the Saddle Club’s Horse Show. It turned out that the day was not the best of days due to wind, and a front that came thru Johnstown about 4:30pm. Only two of our club members ventured down to New Florence for the event, Fred Rohde and Roger Luther. When we arrived, there were about 8 Mulligan Hill members present and we all watched the windsock for about 40 minutes or so. Then the front came through and blew everything around, including chairs, plates, you name it! Fortunately, all the planes were still in the cars during this rather wicked period. It rained hard for about 20 minutes, then cleared for a nice hot dog picnic. Some left after the picnic, but I stayed and we got to do some nice flying later in the evening. Around 6:30 or so until about 8pm the weather

cleared and it was very calm. For those of you who missed the event, it was your loss. We had a great time talking shop, and visiting with the Mulligan Hill group. Their field was in wonderful shape too, and the rainfall helped to keep it green! Our field probably benefited from the same weather front that moved through New Florence.



The above picture shows veteran Mulligan Hill Club member Shorty Carney with his Tomcat. He put the plane through its paces, as did Roger, Mel Rumbaugh and his wife Marlene. We all had a great time, even with the bad storm that came through.

Here are a few more pictures from the Mulligan Hill Fly-In.



Mulligan Hill Club President Vince Alvarez waiting for the wind to slow down



Connie, Vince, Ron, and Shorty



Picture to right is Roger with his Pulse XT



Mel Rumbaugh with his electric bi-plane



Flight line at the Mulligan Hill Club

