



# Propwash

Official newsletter of the Propnuts Radio Control Model Airplane Club  
Highlands, Texas

www.propnuts.com

Editor: Paul Shaffer

December 2007

## RUDDER CONTROL

What to do with your left hand while you're flying

By **BOB KARASCIEWICZ**

**Students do little with their left hands while learning to fly. I'd like to tell you why you should use both controls on the stick.**

Students typically do little with their left hands while learning to fly. Most of the throttle control is of the on/off type—on for takeoff and flying and off for landing. I'd like to tell you why you should use both controls on the stick. Let's start with a fun maneuver that uses both rudder and throttle. I call it the "tail wag." Start with a nice, high and straight line (as all maneuvers are started) parallel to the runway. Have the throttle set to about half. As you go past yourself (the center), smoothly raise the throttle to full and let the airplane gain speed until it gets to full speed. Now it's past you and going fast. Pull up to vertical and go straight up. As soon as your airplane is going straight up, start moving the rudder stick side to side. Take roughly a second to do this; don't stop until the airplane slows down and almost stops. At this point, push down elevator and resume level flight. Don't forget to lower the throttle to approximately half and make your turn back. Did you see the tail wag? Wasn't that cool? Do it again. Each pass does the same thing. Have fun. Now you are making the airplane do what you want! You're using the rudder and it's a ball. Let's try something a little more complicated. If you practice these things, using the rudder will be just like using the ailerons. You'll be doing it automatically. **The**

### Club Officers:

**President:** Allan Smith  
**V. President:** Bill Stevens  
**Secretary:** Tas Crowson  
**Treasurer:** Mike Irwin  
**Safety Officer:** Charlie Stevens  
**Field Marshall:** Charles Stevens  
**Directors:** David Peterson  
Marty Mankinen

## Coming Events

**Christmas Party**  
**Wed. December 12, 2007**  
**7:00 PM**  
**Monument Inn**  
**4406 battleground Rd.**  
**Hou, TX 77571**

**Happy Birthday**  
**To these members**  
**in**  
**December**

**Bobby Clark**  
**Ron Etzel**  
**Charles Stevens**

**flat turn** Flat turn? How does an airplane turn flat? Everyone knows an airplane has to bank to turn. My instructor told me that when I was just starting out! Relax and everything will be all right. Since you are using the rudder, you can do more things with that beautiful trainer. Let's try one.

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### PROP-NUTS R/C CLUB, INC.

**Minutes of the Meeting**  
**Held November 20, 2007**  
**Highlands Community Center,**  
**Highlands, Texas**

The meeting was called to order at 7:38PM.  
Eleven members signed the attendance log.

**Minutes:** As published in the newsletter.  
**MOTION:** By Marty Mankinen to approve the October minutes as published, second by Bill Blakeney, Approved by a show of hands.

**TREASURER'S REPORT:** Mike Irwin read the Treasurer's Report.  
**MOTION:** Upon motion by Marty Mankinen, seconded by Bill Blakeney, the Treasurer's Report was accepted by a show of hands.

### **Board Election:**

Ballots were counted and the winners were: Tas Crowson, Mike Irwin, David Peterson, Bill Stevens, Charlie Stevens, Marty Mankinen and Allen Smith. Blake Shelly and Charles Stevens tied for the final position. After a runoff with members present voting Blake Shelly was declared the winner.

### **OLD BUSINESS:**

The club web site was discussed.

Christmas Party: This year we will be at the Monument Inn Wednesday Dec. 12 cost will be \$22.40 per person. The question of door prizes was discussed  
**MOTION:** By Marty Mankinen to spend not more than \$200 for door prizes. Motion seconded by Charlie Stevens. Motion passed by a show of hands.  
**MOTION:** By Charlie Stevens to spend \$50 for door prizes for the ladies. Motion seconded by Marty Mankinen. Motion passed by a show of hands.

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(Continued from page 2) Rudder Control

a few airplane lengths and your airplane has slowed down, lower the throttle to roughly one-third (keep it well above idle). As your airplane slows, give full rudder and after about a second, enough opposite aileron to keep the aircraft from rolling. If you catch it just right, your airplane will turn flat within its own wingspan. Now you will be heading straight down. Release the rudder and aileron; raise the throttle to about half, and when you have gained some speed, return to level flight by giving up elevator. One of the things that can go wrong is the aircraft flops over on its back or front. Recovery is the same. Most likely you were going too slow before giving the rudder. Input the rudder control sooner or don't throttle down as much. If you still can't catch this maneuver, you may want to talk to your instructor about increasing the throw of the rudder. Many trainers have very little rudder throw. You may not catch the stall turn with a first try. Try it again! Don't be afraid to go back to one of your instructors and ask for help. This can be a little tricky. You will be able to do this within a couple of tries. If you are using a second airplane for this maneuver, you will probably have less roll coupling with the use of the rudder so be moderate with the use of the aileron corrections. At my club, we invite all soloed pilots to keep coming on training nights. There is plenty to learn after you solo. After all, we (as do most clubs) only require the most rudimentary maneuvers and takeoff and landing to solo. Most of your learning will take place after you solo.

from *Ramblings*

Roxbury Area Model Airplane Club



# Odyssey R/C Hobbies



- \*R/C Airplanes
- \*Cars
- \*Boats
- \*Rockets
- \*Plastics
- \*HO & N Scale Trains
- \*Educational/Science Kits
- \*Paints and Glues
- \*Tools & Wood Supplies

1020 Nasa Parkway  
Webster, TX 77598  
281-557-1424  
at I-45 and Nasa Parkway

Thur 10:00am to 8:00pm  
M-Sat 10:00am to 7:00pm  
Sun 12:00pm to 5:00pm

