

Propwash

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

www.propnuts.com

Editor: Paul Shaffer

March 2011

Prop Nuts Annual Flea Market and Fly-In

Make plans now for April 16 & 17. Now is your chance to get rid of some of that extra modeling stuff you have laying around. Sometimes it works good for two or three guys to get together. The more you have set out, the more people stop and look. Or if you just feel like buying something, bring your money, you might find some bargains. Either way you can come on out and help get this show on the road. Bring a plane and fly.

Happy Birthday To these members in March

**Michael Iwrin
Carlos Medina
Blake Ramsey
Duane Reigard
Phillip Spitz
Jim Trammel
Garrett Westenburg**



Answer to last months silhouette on page 2.
Know who this is?

Club Officers:

President: Allan Smith
V. President: Marty Mankinen
Secretary: Tas Crowson
Treasurer: Mike Irwin
Safety Officer: Martin McCoy
Directors: Dan Jenkins
David Peterson
Blake Shelly

Coming Events

Club Meeting
March 15, 2011, 7:30 pm
Highlands Community Center
Highlands, Texas

3/19/2011
TEXAS CITY RC CLUB WARBIRD
FUN FLY.
TEXAS CITY RC CLUB

3/26/2011
Jetero RC Club
15th Anniversary Celebration

3/31/2011- 4/3/2011
JETERO BIG BIRD
JETERO RC CLUB INC

4/15/2011 - 4/17/2011
ARCA ANY SIZE WARBIRD 2011
AUSTIN RC ASSOCIATION
Austin, TX

4/16-17/2011
**Prop Nuts Annual
Flea Market and Fly-In**
Prop Nuts RC Club

PROP-NUTS R/C CLUB, INC.

Minutes of the Meeting Held

February 15, 2011
Highlands Community Center, High-
lands, Texas

The meeting was called to order at 7:42 PM.
Sixteen members signed the attendance log.

MINUTES: As read by the secretary
MOTION: By Marty Mankinen, second by David Schmidt to approve the November minutes as published, Approved by a show of hands.

TREASURER'S REPORT: Mike Irwin gave the treasurers report.
MOTION: By Marty Mankinen to approve the treasurer's report, Second by Martin McCoy. Motion approved by a show of hands.

OLD BUSINESS:
Allen announced that the gate lock combination has been changed as scheduled. David Schmidt talked about the discussion between AMA and the FAA over proposed new rules.

Field Maint:
The field has been sprayed for clover. The subject of water containers for the spray operation was discussed. The need for applying sand to the runway was discussed. The subject of painting the shed was revisited.

Safety:

NEW BUSINESS:
Dave McLennan requested that the club allow the use of the field on March 19 for the Royal Rangers kite day.
MOTION: By Marty Mankinen to approve the use of the field on March 19 by the Royal Rangers. The motion was sec-

(Continued on page 2)

ended by Bill Blakeney and was approved by a show of hands. David Schmidt asked if the club desired to participate in the Highlands Pilot Day. No action was taken at this time.

ENTERTAINMENT:

John Embry presented a selection of antique single channel RC gear.

MODEL OF THE MONTH:

AIRCRAFTUS FRAGMENTUM:

Meeting was adjourned at 8:40 PM.
Respectfully submitted,

Taswall G. Crowson, Jr.
Secretary



Last months silhouette was Allan Smith (2006).

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Word: Outside Loops

Definition:

An inside loop is performed when the aircraft is given “up” elevator and then makes a 360 degree vertical circle with the wing’s top side facing the circle’s center. An outside loop is performed when the aircraft is given “down” elevator and makes a 360-degree loop with the wing’s top surface facing away from the circle’s center. An outside loop may be started from upright flight, the aircraft pitches downwards, or from inverted flight. From inverted flight, the aircraft pitches upwards.

Word: Spin

Definition:

This is a stalled maneuver where the aircraft’s wing has stopped flying (fully stalled). At low throttle the aircraft is made to climb until the airspeed decreases. Just as the aircraft stalls, the pilot puts in full up elevator and full aileron and rudder in the same direction. The aircraft descends rapidly while rotating around its Center of Gravity. Recovery is performed by centering the elevator and ailerons, then applying opposite rudder if required; most model aircraft do not. The aircraft recovers to a vertical dive and the pilot returns to level flight using elevator and throttle.

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Word: Snap Rolls

Definition:

An aerobatic maneuver using fast and full elevator input to stall the airplane while full rudder and aileron controls are inputted in the same direction. The stalled airplane quickly rotates around its center of gravity. The plane will enter a spin if these control inputs are maintained. Using up elevator results in an inside snap roll. Down elevator produces an outside snap roll.

Word: Stall turns

Definition:

An aerobatic maneuver in which the plane is pointed straight up, loses airspeed and then full rudder is applied. The plane rotates along its yaw axis and points straight down. An attractive maneuver, also sometimes mistakenly called a Hammerhead Stall. A stall turn is done power-off, a Hammerhead uses full power while yawing.

Word: Immelmann Turn

Definition:

The aircraft flies in a strait line at full speed. Up elevator is added to do 1/2 inside loop. At the top of this half loop, up elevator is released and the aircraft is half-rolled to the upright and level flight in the opposite direction as was the entry. This maneuver was perfected by Maxx Immelmann as a combat turn early in the First World War.

Word: Forward Slip

Definition:

A plane normally flies with the fuselage pointed into the air stream. However, by applying full rudder and then ailerons in the opposite direction, the fuselage can be made to point sideways. This slows the plane and allows the nose to be pointed downwards without gaining airspeed. The slip is usually used during the final landing approach to lose excess altitude without speeding up.

Word: Chandelles

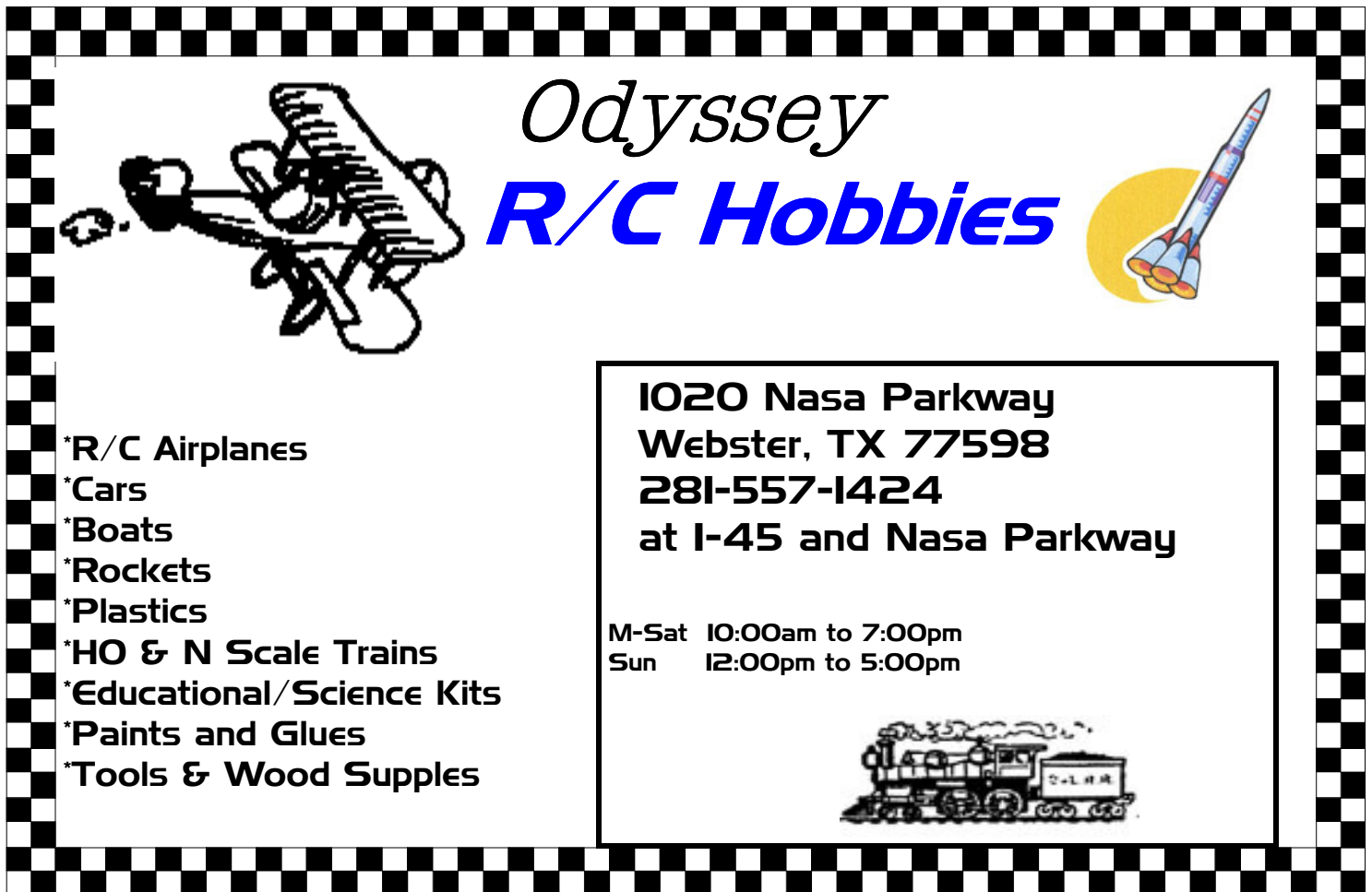
Definition:


This mild aerobatic maneuver consists of climbing steep turns. The aircraft flies level at full speed then pulls up to a 45-degree climb. The wings are then banked 45-60 degrees while in the climb resulting in a climbing, 180-degree turn that rolls level at a higher altitude with the aircraft heading in the opposite direction as the entry. This is a fun maneuver for the full-size pilot that almost all full-size light airplanes are certified to perform. But for the model pilot not sitting inside the aircraft, it tends to be rather mild and boring to fly. But it is a good beginning maneuver to find out just what a new model can do.

Word: Aileron Differential

Definition:


Adverse yaw, especially on flat-bottom wings, is caused by the difference in airflow density between the bottom and top of the wing. The airflow along the wing's bottom is denser than it is over the top of the wing. Therefore, the aileron moving down into this denser air creates more drag than the "up" aileron moving into the less dense airflow on top of the wing. The greater drag on just one side of the wing, the side with the down aileron, forces the wing, and the attached fuselage, to yaw in that direction. At slow airspeeds this yawing effect is more powerful, and happens faster, than the rolling effect caused by the ailerons. The airplane's nose first swings away from the turn's intended direction and only then begins to turn correctly once the roll begins.






Odyssey

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