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September 28, 2009

AIR WAVES

NOTICE OF MEETING

The next meeting of the Regina Windy Flyers will commence at 7:30 pm on Monday September 28, 2009 at The Cathedral Neighborhood Centre, 2900 - 13th Avenue, Regina, Saskatchewan.
RWF Web Page http://nonprofits.accesscomm.ca/reginaflyers/

PRESIDENTS MESSAGE

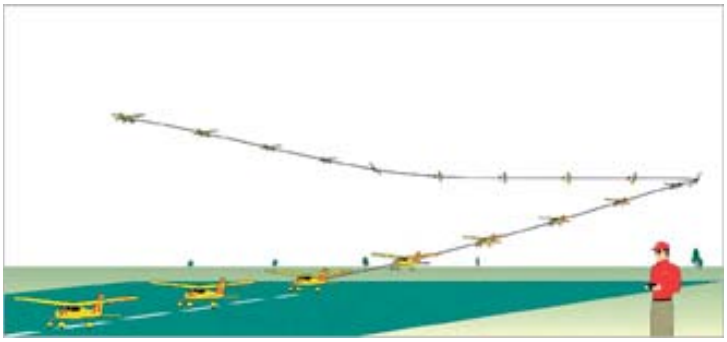
My hats off to all the members who came together in this small crisis we just had. Its obvious that we could not make everyone happy in the short term, I STRESS SHORT TERM, changes that had to be made to ease tensions. Some people have great ideas for changes in the field layout in 2010. I hope that all members will come to a common happy ground to make our field a great field to fly in. For now, however, the changes had to be made so we could still fly. The season is almost over and I am sure that in time, things will get back to normal. Well almost normal. We all fly for the same goal. Face it, we have a good thing going where we are, lets work together and get it done. Remember, the next meeting is Sept 28th. Hope to see you there.

Craig Hooper,
President
Regina Windy Flyers.

MASTER THE LANDING APPROACH

The key to a good landing is a good approach

It has long been said that the key to a good landing is a good approach to the runway, i.e., one that requires few corrections. Actually, landing is not that hard when the pilot can get the airplane to the runway without having to make a lot of corrections. In order to do this, the pilot must have his plane come out of the final turn already lined up with the runway. Consistently doing this requires that you keep your turns consistent and start them in the right spot. In short, a successful landing is accomplished through focusing on the setup.



GOOD LANDINGS ARE NO ACCIDENT

FIGURE 1 A simple 180-degree final turn takes up less space and it's easier to predict where it will finish. Keeping the final turn mostly level prevents excess speed and anxiety from building up prior to landing.

If you have ever watched a proficient pilot land, you probably noticed how easy he made it look. One reason is that proficient fliers tend to use a 180-degree turn to set up their landings because compared to two 90-degree turns, a 180 requires fewer inputs and takes up less space, thereby making it easier to see and position, especially in crosswinds. The first step to achieving great landings is learning to perform consistent turns. Second, the final turn must be kept mostly level to avoid the anxiety and excess speed that tends to build up during a descending turn (figure 1). Once you possess consistent turn inputs and level turns, you can start figuring out where to place your turn to consistently come out of it already lined up with the runway.

GROUND TARGETS: THE SIX Ps

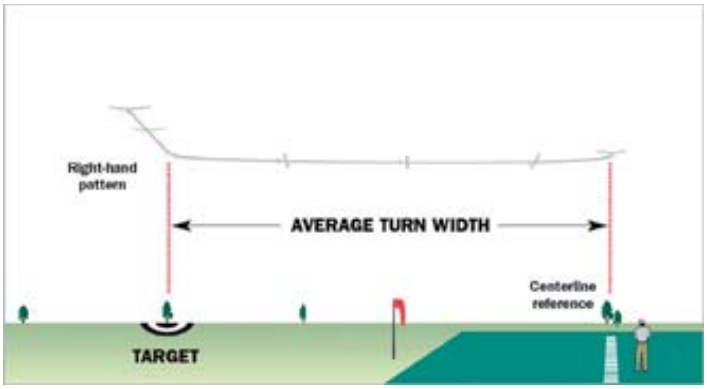


FIGURE 2 With consideration for the wind's effect on your average turn, estimate where you will need to start the final turn from to come out over the extended centerline reference, and pick a ground reference to mark that turning point.

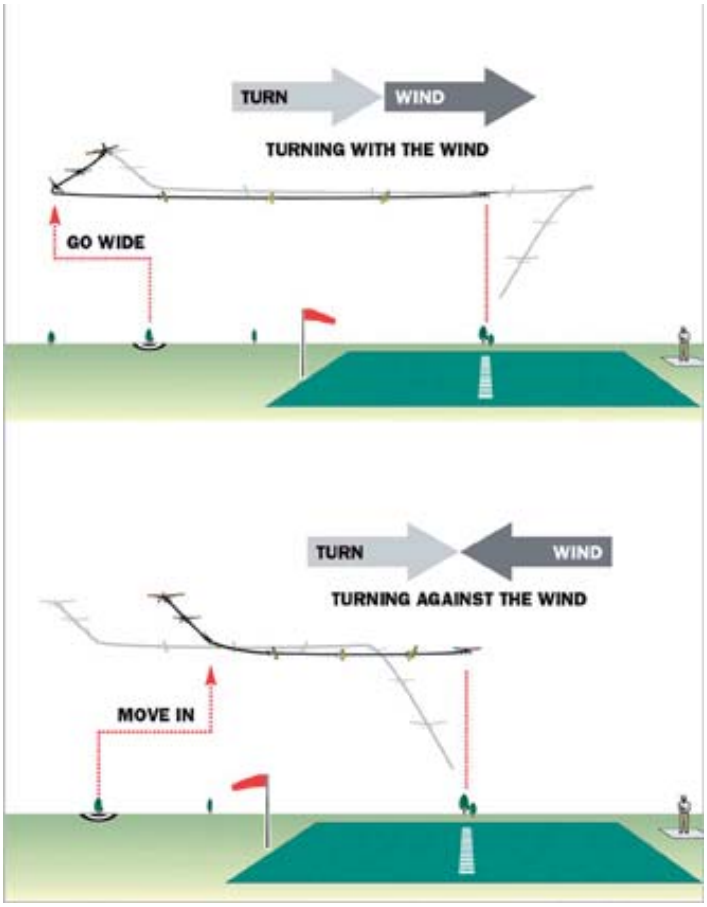


FIGURE 3 When turning with a cross-wind, plan to start the final turn wide to accommodate a wider turn.

When turning into a crosswind, plan to start the final turn closer to the runway centerline, as the turn will be more compact.

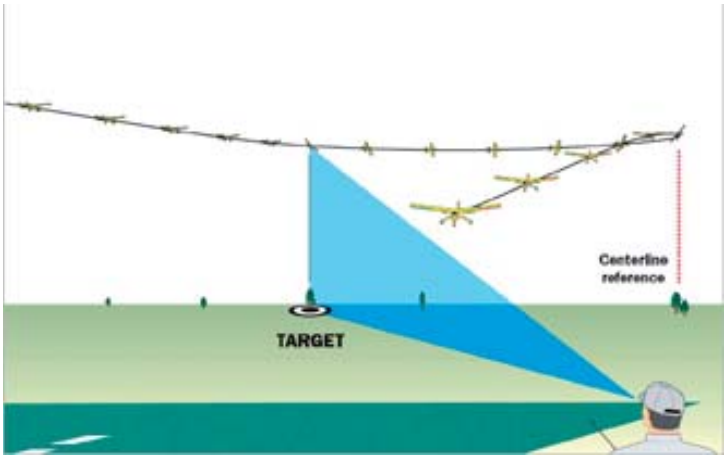
There's an old saying that says prudent prior planning

prevents poor performance. Believe it or not, proficient pilots don't strive to make good adjustments to come out of the final turn lined up with the runway. Proficient pilots anticipate where to start the turn so that few, if any, adjustments are needed altogether. In short, half the battle is already won by locating a good target area to start the final turn to come out on the centerline without making a lot of adjustments.

After determining the direction that you will be landing, walk out to the centerline of your runway and identify a ground reference on the horizon in line with the centerline. Estimate where you think you should start the final turn to come out near the centerline reference, and choose a ground reference target (tree, hill, etc.) to mark that turning point (figure 2). If there's a crosswind, you need to consider the effect that the wind will have on the turn and adjust the target (where you start the turn from) accordingly. For example, turning with a crosswind will result in a wider turn so you'll need to widen your target (figure 3). How much will depend on the strength of the crosswind. Turning into (against) a crosswind will tighten the turn so you'll need to pick a target a little closer to the centerline (figure 4).

THE PRINCIPLE EFFECT OF WIND IS HELPING TO EXAGGERATE THE DEVIATIONS AND MISTAKES THAT PILOTS CAN OTHERWISE GET AWAY WITH

Plan to initiate the turn when the plane intersects your line of sight with the target, and if the turn doesn't come out exactly over the centerline reference, adjust your target accordingly. Finding good targets will greatly reduce the number of corrections needed to line up with the runway, and afford you the opportunity to start thinking about the proper time to idle the engine and land. Of course, to realize the benefits of using targets, your turns must all be similar-the result of consistent control inputs.



STAYING AHEAD OF THE WIND

FIGURE 4 Start the final turn when the airplane intersects your line of sight with the target. If the airplane does not exit the turn over the centerline reference, rather than fooling with the turn next time, change where you start it.

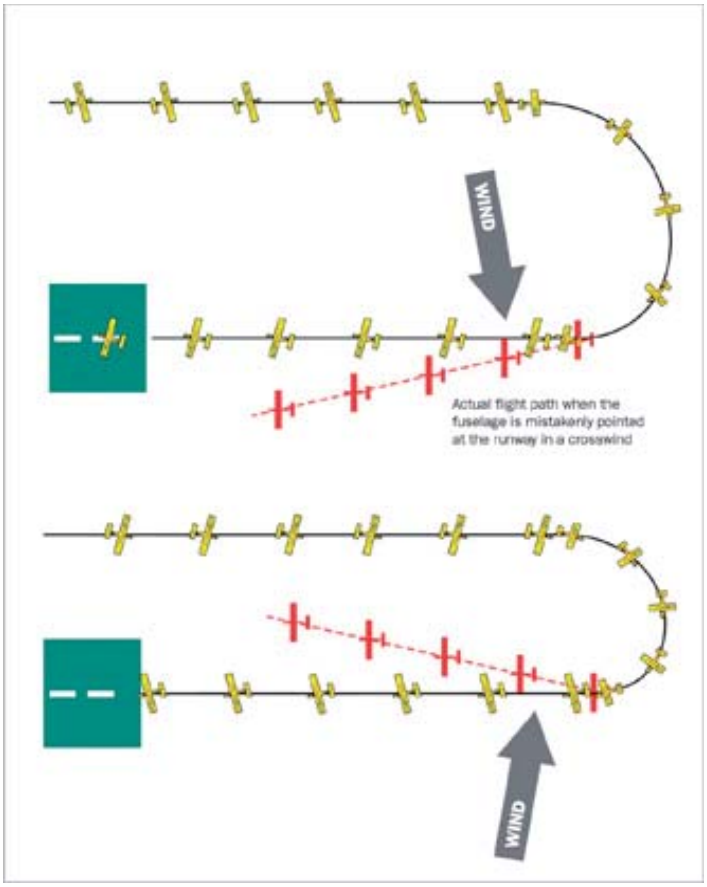


FIGURE 5 When turning with a crosswind, overshoot the final turn a bit to establish a crab into the wind.

When turning into a crosswind, exit the final turn a bit early to establish a crab into the wind.

While wind is often blamed for causing deviations, the principle effect of wind is helping to exaggerate the deviations and mistakes that pilots can otherwise get away with in calmer conditions. For example, when a crosswind exists, amateur pilots often make the mistake of completing the final turn when the fuselage points at the runway, and then try to input a crab into the wind in response to seeing the airplane get blown off of the centerline. The result is a much more challenging approach. The correct method is to anticipate the crosswind and over/under-shoot the turn a bit so that the required crab angle into the wind is already in place (figure 5).

FINAL APPROACH

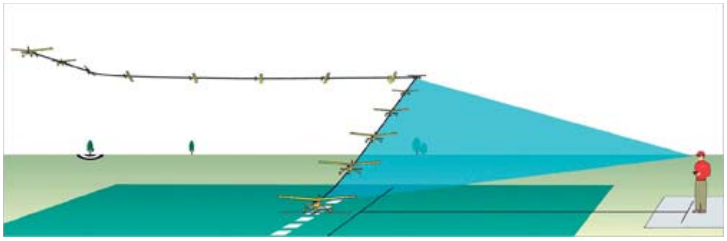


FIGURE 6 Rather than trying to estimate the plane's position over the ground, proficient fliers observe how far the runway centerline is in front of where they are standing, e.g. 75 feet, and then maintain an approach that brings the airplane 75 feet in front of themselves.

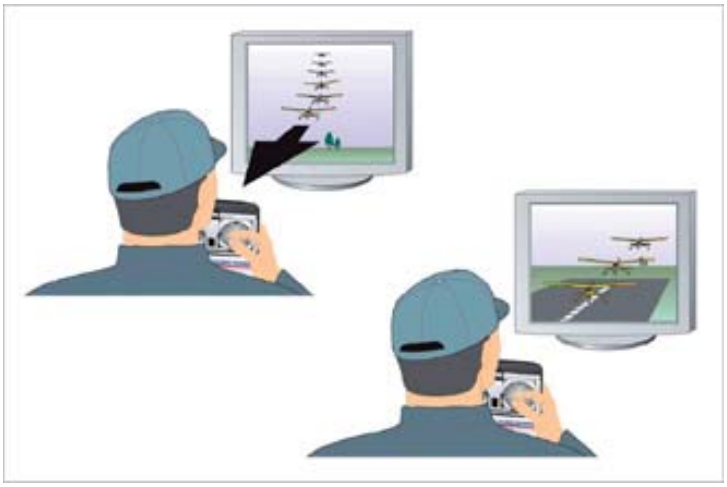


FIGURE 7 The runway typically does not come into view until the last moment when practicing on a simulator, so the pilot must guide the airplane toward himself, remembering that the runway was directly in front of his virtual self when he took off.

Even the best RC pilots can only approximate the airplane's position over the ground at a distance, and yet they consistently end up landing on the runway centerline. That's because proficient pilots perceive how far the runway centerline is from where they are standing, and then fly the airplane to that point in front of themselves. In other words, rather than making hit or miss estimates of where the airplane is over the ground, proficient pilots keep track of where the airplane is heading in reference to themselves (figure 6).

In most flying environments, the runway centerline is approximately 75 feet in front of where the pilot stands, so the objective is to maintain an approach that will bring the airplane 75 feet in front of you. Compare this approach with how a person lands on the runway when flying a simulator. The runway does not come into view until the last moment, so the pilot needs to guide the airplane nearly at his virtual self, remembering that the runway was directly in front of his virtual feet when he took off. As a result, the airplane is always close to the runway, and the tiny corrections to perfect the centerline when it comes into view are barely noticeable (figure 7).

A LOWER APPROACH WILL TAKE THE GUESSWORK OUT OF WHEN TO FULLY IDLE THE ENGINE, AS THE AIRPLANE WILL NOT HAVE FAR TO GO BEFORE TOUCHING DOWN

CONTROLLING TOUCHDOWN LOCATION

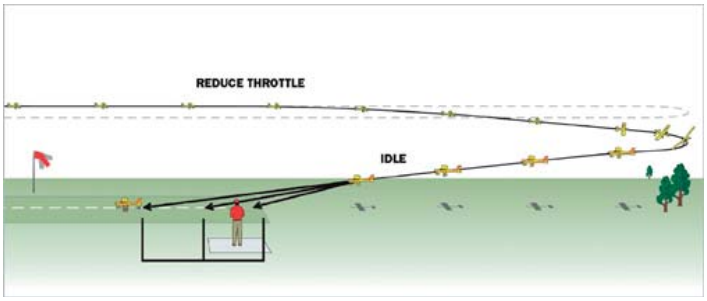


FIGURE 8 Reducing power and altitude prior to the final turn sets up a lower approach, which makes judging when to idle the engine a lot easier.

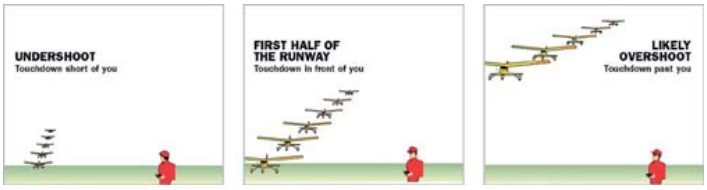


FIGURE 9 Determine when and if you should idle the engine by comparing the plane's projected touchdown location relative to your position standing near the front end of the runway.

Wind, model type, etc., all influence the angle and length of the landing glide slope, making it difficult to judge when to idle the engine to consistently land near the front end of the runway. The solution is to reduce the throttle and begin a gradual descent prior to the final turn, setting up a lower approach. A lower approach will take the guesswork out of when to fully idle the engine, as the airplane will not have far to go before touching down (figure 8).

Determining the touchdown location on the runway is easier when standing near the approach end. For example, when you see that the projected touchdown

is going to be short of you, you'll know that you need to extend the approach (figure 9). A projected touchdown in front of you will obviously be near the front of the runway, whereas a touchdown well past you will likely overshoot the runway.

Besides not using ground targets and performing a diving final turn to lose altitude, the most common error made during landing is failing to establish a good lineup before becoming distracted with throttle and altitude, leading to an angled approach and a much more difficult landing. On the other hand, those who hold off from thinking about the throttle until after they get lined up actually end up having more time to properly manage the throttle due to a less demanding approach. Of course, the landing flare/touchdown will also be much easier when everything leading up to it is easier.

SUMMARY

The ease of your landings will reflect the quality and consistency of the turns that set them up. How close you come to the center-line will reflect how consistently you line up the airplane in front of yourself. Most importantly, keep the final turn close to level and make sure you're lined up before you think about idling the engine. As a result, not only will things seem like they're happening slower, but don't be surprised if landing starts becoming a lot of fun as well!

REMINDER

Once again I would like to just take a moment to remind everyone they must record their flying times in the log book in the clubhouse. This is a simple task and only takes a moment of your time. It seems as a minor thing but this is in our lease agreement with the city of Regina. As they have asked us to always keep a record of this it is a small inconvenience to protecting yourself and the club. In the light of recent complaints it becomes even more important. I have noticed a couple pilots that attend and fly at the field regularly but are not following these rules. Please take a moment to sign in and out, some members may be forgetting or are unaware that we need this. Thank you to all the diligent pilots that do take the time and do there duty recording their time at the field.

Anyway please take the time.
Thanks in advance

Regina Windy Flyers Meetings

September 28	Cathedral Neighborhood Centre
November 30	Cathedral Neighborhood Centre

Dear Membership,
Just to give you an update on the nuisance issue:
1) The minutes from the emergency club meeting of September 18, 2009 have been communicated with the City of Regina.
2) The field layout was changed the morning of September 19, 2009. A photograph of this has been sent to the City of Regina.
3) In the near future, a pole/poles will be erected along our East side fence. (This is mandatory, as per our lease). We will be looking for some volunteers on this one.
Please be assured that the club executive is acting as prudently and timely as possible as we progress through this issue. We will keep you informed as the issue evolves.
The executive would like to thank Darryl Erbach (field chairman), and all the volunteers who assisted with the field changes on Saturday morning.
On behalf of Craig Hooper and Dean Clark, thanks for everyone's efforts to help ensure the longevity of our field.

Colin Jensen

Regina Windy Flyers
Meeting Agenda for the September 28, 2009 Club Meeting

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1) Call to order.
2) Ensure a quorum exists.
3) Approval of / changes to the agenda.
4) Adoption of minutes from the last club meeting and the emergency club meeting.
5) Indoor update – Jamie Clark.
6) Financial update / club sustainability – Colin Jensen.
   (In response to comments made at the last club meeting about "club funds gone astray", and as a precursor to agenda item #7).
7) Setting of club dues for the 2010 year.
8) Bogdane Legal issue.
   a. General update.
   b. Update on leased lands.
   c. Frequency board with field map.
9) Proposal for field layout for 2010 – Robert Kossatz or alternate.
10) Any new business.
11) Adjournment.

Let's get together for coffee afterwards…we're all friends.