

The Ohio Radio Kontrol Society
3101 Stoney Bridge Lane
Columbus, Ohio 43221

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June 2003
Newsletter



<http://www.torks.com>

Special points of interest:

- ◆ Presidents Message
- ◆ Flaps?



TORKS Chapter 2172

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Presidents Message:

Welcome back for another great month of Torkstalk. There sure has been a lot of activity recently out at the field and I would like to hit on a couple of very important topics.

Safety! This is such an important topic that many of us seem to take for granted. No matter how safe we are, accidents still happen. Recently, Don Muth was injured when his hand became entangled with the prop of his airplane. Fortunately, Bill Murray and Chuck Elkins were at the field and were able to get Don to help quickly. Nevertheless, Don is still going to require surgery and unfortunately will not be flying for a while.

My point is, that we as club members need to practice the highest levels of safety. We have been fortunate that we have not had very many accidents, However the incidents we've sustained have been devastating.

So how do we become more safety oriented? As president for the past three years, I have heard a lot of great solutions. Yet they have met resistance when presented at meetings. I will venture that most members would agree it is a part of change which many of us are reluctant to divulge. I am referring to a couple of simple things that can be done

for your own safety...

First, Never start you airplane by yourself. Have a spotter! Don't rely on stakes in the ground, don't rely on cords, instead, rely on a buddy.

Secondly, please don't start your airplanes on tables. The tables we have are more than waist height and this makes involves reaching over the prop to get the glow igniter off. This is just asking for an injury.

For the safety of pilots, please keep distance from the starting area and the pilot stations. With some of our large aircraft it becomes hard for pilots to pay attention with airplanes revving up to full power right behind a pilot. What if the prop broke and flew off? Keep some distance.

Lastly, I cannot recall when we have seen a fire extinguisher out in the pits. Each year there are more and more powerful engines coming onto the scene of model aircraft. With the power of gas engines and turbo jets, we need to pay attention to the fire hazards of these combustible materials.

Onto some great news, I would like to congratulate Ken Alexander for placing second in the Dayton pattern contest. Great job Ken. It is great that so many of you are competing and doing good. Please keep us informed of your progress!

Regrettably, I was not able to attend the TORKS Big Bird event this year but from what I heard it was a success. Good job Bill and Joe. We will be anxious to hear of your endeavors at the meeting.

On another note, Phil Hamilton is currently is in the James Cancer Hospital. Please keep him in your memories. Phil is a great member that has always helped with the club events and would lend a hand to whoever needed it. Phil is truly great person and has been sent a card on behalf of all of the club members.

With everything that has been said here today, I am going to be calling all of the officers and steering committee members together to evaluate our stance on safety. If you have any comments or questions, let us know. You as members are the best input we can have.

Have another great month of flying and please be careful.

Matt Short—President

Don, our thoughts are with you and wish you a speedy recovery!



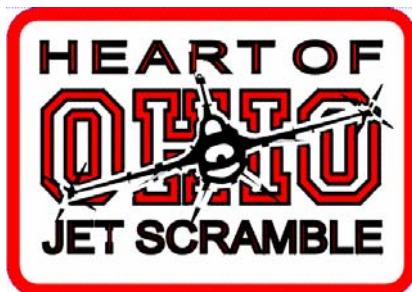
TORKS CHAPTER 625

ATTENTION:
Our Next Meeting is
June 29, 2003 - 2:00p.m.
at the
Field of Dreams

HobbyTown USA

Let them know that you're a
 TORKS member & get a dis-
 count!

5303 Westpointe Plaza Drive
 777-9307



TORKS—THE OFFICIAL HOST
 OF THE HEART OF OHIO JET
 SCRAMBLE

Help Support The Sponsors

Last year was especially hard on the Jet Scramble committee to go out and solicit sponsors with the way the economy has been. In our newsletter we list many of these sponsors, please visit them as often as you are able to. They continue to help us out, it is the least the member of the club could do.

Message From the Editor

Summer is in full swing finally. Is it me, or does it seem like it has rained, been windy, and generally crappy flying weather for us weekenders? Today as I type this, the weather is finally agreeing with me.

For those of us with Children, its that time of the year for sports, camps, and other summertime activities to start taking off. It is a joy to watch my child growing up. I hope everyone is partaking in their activities.

In reading the Presidents message I was struck by the concern for safety. I was injured a few years back, not at the field, but at home with a makeshift test stand. I was hurt due to a loose carburetor. I simply did not think to check the lock down on it. The result was a skin graph and 2 months of missed work. The brute power of the engines we have today is nothing to take lightly. Please, be careful. RESPECT THE PROP!

On a lighter note, I have not really received an for sale stuff from anyone. This is still available to the membership.

I wanted to thank Dave Pickenpugh on his excellent article regarding flap usage. Not many people realize that 'Drag and Lift' are intertwined when using flaps. Very good stuff. I have a question though... Many of us use 'flaperons' instead of dedicated flaps. If we use our ailerons to keep level but have flaperons in a down state, don't we lose a lift during corrections? Will it cause the plane to yaw due to decreased or increased drag? Just wild... heh.

Till Next Month.....

W.G. Grinders

JR

Minutes May 18, 2003

1. Meeting called to order 2:05 p.m.
2. Roll call: quorum not made 15 members present
3. Minutes of last meeting were published in the newsletter no corrections have been noted
4. Treasures port given by Dave. Budget was approved last month by membership, report OK by the members present.
5. Officer/committee reports

Steering committee: noted that work needed to be discussed about the concrete completed by Mike Barbie

Safety committee: Chuck Elkins, no comment

Orientation committee: Doug Johnson

Field committee: Dwayne Gould: need to have spring work party in the near future as soon as it dries up to repair the grounds around the new concrete.

Site retention committee: Greg Koppel, no new information at this time.

Probation members for full membership status not present at this time.

Pending applications to be voted on. Not present at this time.

1. Special order of business
 - Approval of calendar OK
 - The new pop machine, Jack with his connections [friends], has secured a new pop machine for, \$400.00 and the old pop machine was removed by the Pepsi-Cola Co. who supplied the new machine. Well done Jack.
1. Upcoming events June 7, 03 Saturday IMAA big bird flying/tailgate swap meet 90 and 3 p.m., 8:30 registration
2. Next meeting: June 29, 2003 2 p.m. Sunday, at the field of dreams.

Capstone Hobbies

Westerville
562 W. Shrock Road
899-6313



Each year, Chuck Thompson is a big player in our Friday night hanger party.

They will deliver to the field also!!!
(The one in Harrisburg, numbers are posted in the building)

by: Dave Pickenpaugh

Very few radio control (r/c) aircraft have flaps on them. Part of the reason for this could be that typically our models are grossly over-powered so flaps are not needed for take-off, and that our runways are of sufficient length to necessitate flaps on landing. Let's take a look at the world of full-scale aviation to see how flaps work and how to use them. Who knows, you may decide to put working flaps on your next model.

Whether taking a flight on a big commercial jet or in a small two-seat cessna, flaps are important control surfaces. Chances are that the big jet will use flaps for take-offs and landings, while that Cessna probably will flaps only on landings. What do flaps do? By extending flaps the curvature of the wing is increased, which results in more lift and more drag for a certain nose position. OK, now in plain English - extending flaps effectively increases the angle of attack. Envision a straight line from the leading edge of the wing to the trailing edge. When flaps are not extended, this line is fairly close to being parallel to the center line of the fuselage. There may be a few degrees of positive incidence when the flaps are in this position. As flaps are extended, the trailing edge lowers and the angle of attack increases. The result is a significant increase in drag as the flaps are progressively lowered. This means you can land with a steeper angle of descent because of the increased drag, and at a slower airspeed because of the higher coefficient of lift.

Let's simplify that some. When coming in to land without flaps, there is a certain airspeed you must maintain to keep the plane flying. Also, there is a certain pitch attitude which allows for the approach to

landing to be stabilized - which means the airspeed and rate of descent remain fairly constant. With flaps extended, the angle of descent can be much steeper since the flaps act like giant airbrakes due to the increase in drag, and the airspeed can be much slower since the flaps have increased the lift of the wing.

One thing to note when using flaps. On extension (lowering) of flaps during flight, most of the time the nose of the airplane will pitch up due to the increase in the lift coefficient. So you may want to program some 'down elevator' in with your flaps to maintain the proper pitch attitude. You may want to set a 'landing mode' on your transmitter that deploys flaps and sets the right amount of 'nose down' pitch for descent to landing. In this nose-low attitude with flaps deployed the landings can be made at much slower airspeed. There are a few cautions to consider. You will want to try deploying flaps the first time at a safe altitude so you can learn how your plane will behave. Slow the plane down to landing speed and feed the flaps in slowly. Do some stalls with flaps deployed so you know what can happen if you get too slow. Another caution is to not be going too fast when deploying flaps.

On full-scale airplanes there is an airspeed limit beyond which flaps are not to be deployed. You do not want to have your plane screaming along at full throttle and drop full flaps. Decrease the throttle to about two-thirds, allow the airplane to slow down to that throttle setting, and then deploy flaps. One more important point is to consider the wind when choosing to use flaps. On particularly windy days you will not want to use flaps on landing. Keep that airspeed up a little above normal so the air-

plane can penetrate the wind and stay controllable.

If you find you cannot make the runway when landing with flaps, you might choose to execute a 'go around'. The proper procedure is to apply full throttle first, and then retract the flaps slowly as the airspeed builds. Since lowered flaps provide a lot of lift at very slow airspeeds, bringing the flaps up while still going slow just might allow your plane to lose enough lift that it no longer is flying. In the Cessna 172 that I fly, the suggestion for go-arounds is to apply full power, remove carburetor heat, and retract flaps to the 20 degree position until a positive rate of climb is established. You might want to try using flaps on take-offs too. Typically in full scale operations of light aircraft, using flaps on take-off is important in short-field and soft-field situations.

Hopefully this 'short course' in flap operations is helpful in making You a better pilot. Why not look at an airplane with flaps for your next project.

(The basis of this article is from information in "The Student Pilot's Flight Manual - Seventh Edition, by William K. Kershner. This is an excellent book for learning about full-scale flying, much of which will make you a better radio control pilot as well.)

Please feel free to address any questions or comments to the author.

Dave Pickenpaugh,

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The Ohio Radio Kontrol Society
2003 EVENTS SCHEDULE



DATE	DAY	EVENT DIRECTOR	SCHEDULED EVENT
Apr 23, 03	Wed	Executive Officers	Transition meeting: Executive committee audit treasurer's books, prepare budget and schedule for fiscal year
April 27, 03	Sun	Torks Officers	General Meeting, 2:00 PM at Field of Dreams
May 18, 03	Sun	TORKS Officers	General Meeting, 2:00 PM at Field of Dreams
May 24-26	Sat,Sun	N/A	Memorial Day Weekend
June 7, 03	Sat	Murray/Harless	IMAA Big Bird Fly-In / Tail Gate Swap 9AM-3PM, 8:30 Registration
June 29, 03	Sun	TORKS Officers	General Meeting, 2:00 PM at Field of Dreams
July 4-6, 03	Sat,Sun	N/A	Fourth of July Weekend
July 12, 03	Sat	Event Committee	Club Fun Fly
July 19, 03	Sat	Chuck Elkins	Warbird Fly - In / Tail Gate Swap 9AM-4PM
July 27, 03	Sun	Torks Officers	General Meeting, 2:00 PM at Field of Dreams
Aug. 20, 03	Wed	President/ Terry Nitsch	General Meeting, 7:00 PM at Field of Dreams - HOOJS Kickoff
Aug. 21, 03	Thur	Jet Scramble Comm.	HOOJS set-up at Darby Dan Airport
Aug. 22-24, 03	Fri,Sat,Sun	Jet Scramble Comm.	Heart of Ohio Jet Scramble
Aug. 30-31, 03	Sat,Sun	N/A	Labor Day Weekend
Sept 27, 03	Sat	Special Committee	PARTY!!!!!!

