

# Rio Grande



# R/C Flyers

# The Fly Paper

**June 2010**  
**A.M.A. Chapter # 3723**

**News Letter**  
**I.M.A.A. Chapter # 480**

**Editor: Bill Robinson: [bill@rgflyers.org](mailto:bill@rgflyers.org)**

## Meeting Minutes June 2 2010

The June 2010 meeting of the Rio Grande R/C flyers was called to order at 7:00 P.M. by club President Bill Robinson. There were 14 people present at Rudy's BBQ in Pharr.

Minutes of the May meeting were approved as published in the News-letter with one correction. Santa Ana is spelled with one N.

Roger Bell reported a balance of \$691.00 in the treasury.

There were no safety issues reported by John Bearden the safety officer. Rick reminded everyone to use the safety boxes.

It was also made clear that the field has 5 pilot stations and 5 aircrafts can fly at one time.

### Old Business:

Weeds and Ants are under control, but the sticker burrs are still around. They will be sprayed to get them under control again.

### New Business:

IMAA event will take place June 4-6 at Bomber Field.

A motion was made, seconded, and approved to allow 3 new members to pay \$25 for their membership fee since half of the year is gone. It would only be allowed this onetime. AMA membership would be required.

Next meeting will be held at Rudy's on July 7th. Meeting was adjourned at 7:15 P.M. with no objections.

## **July Meeting Notice**

**The July meeting  
will be held on Wednesday  
July 7th at  
7:00 PM. The meeting  
will be at Rudy's restau-  
rant, located at 209 W.  
Nolana In Pharr.  
The club usually arrives  
at 6 PM for dinner with  
the meeting beginning  
at 7 PM.**



**From the Mid-Missouri Radio Control Association**  
**Improving Your Helicopter Flying Skills**  
*by Bob Ackerman*

I have watched most of the helicopter pilots around the area over the past few years and I have seen great improvements with their flying skills. And this is great. But I have noticed that many helicopter pilots are rushing to get into forward flight and on to aerobatic flight without working on the basics. With any helicopter, every flight starts in a hover and ends in a hover (hopefully). Everything in between doesn't matter. To improve your flying skill you need to practice hovering.



If you watch most helicopter pilots at the field, they place their helicopter on the ground 20 to 30 feet in front of them, bring the helicopter up to a stable hover, then quickly turn around and head off to fly around. For the most part that is okay. Approach to landing is another story. Many pilots come in too short or too long and end up hovering backwards to in front of the pilot, and then landing. Other pilots enter a high hover in front of the pilot and then descend backwards to a lower hover for landing.

I propose to all the helicopter pilots out there to spend some time on the hover circles just hovering. There are a couple of skills you need to do while hovering. Some of these are real basic, but they lead to harder elements of hovering.

Start in your normal hover with the nose pointed away from you. Don't watch the tail; you should watch the nose because that is the direction the helicopter normally flies in. Now turn the helicopter so that it is 45° from you and hold that hover. Now turn back to the other 45°. Work your way up to 90° on both sides.

Now here is the hard part. Do you know where you just placed your helicopter on the ground for the first takeoff? Do you know where you stand all the time? Good. From now on you stand at the same spot. From now on you do not place your helicopter on the ground at the same spot. Spend your practice time by practicing taking off and landing at different spots on the field.

Next, take the two elements mentioned above and practice that 45 and 90° turn at different places around the field. Hard, isn't it? How about changing the altitude? Instead of five feet in the air, try the hovering at three feet, or 10 feet. Helicopter pilots get comfortable with their helicopter in a hover at a certain altitude and a certain distance in front of them. The idea here is to move around and try different locations. The above is all good but you would be surprised at the number of helicopter pilots who do not, or have not, practiced any of the above.

Now we take hovering to the next level. Pick several points around the field. Hover the helicopter to that location and stop over the mark. This could be a clump of grass or an imaginary spot on the ground. Slowly bring the helicopter straight down and land on that spot, then back up into a hover. Move to another point. You will be surprised how really hard that is at first.

Next make it more difficult. As the helicopter move from point to point, the helicopter must fly in a hover motion only. You must keep the helicopter pointed in the direction of flight. After stopping at a selected spot, turn the helicopter to face the new direction of flight and then fly at hovering flight to the next stopping spot. Yes, I know, it can be difficult.

If you think about it, you should be able to come up with dozens of drills to practice your hovering. Flying side to side for most beginners is the first thing they learn. Turning the helicopter and flying in a forward direction is more difficult. Flying backwards, except when pointed away from you (the nose that is), can be very difficult. But the more you practice the better you get. And the more different types of practice you do, the better you become.



Another area I would like to discuss is flying pattern. Many helicopter pilots start from a hover and head off almost straight up to have some fun. Helicopter pilots should concentrate on a hover taxi out onto the runway, just like our fixed-wing friends do, turn to face down the runway, and fly out in a pattern.

When done flying around and after doing whatever you want to do while in forward flight, you should practice arriving in the pattern. Fly downwind just like the airplanes, turn onto the runway, and in a controlled approach descend and slow down so that the helicopter flies into a hover right in front of you, Once you have a nice hover in the middle of the runway, turn the helicopter to the side of the runway, hover fly to the sideline, turn to face the runway, and land.

The general point of this entire article is to practice what you don't do, and practice what you normally do but in a little different fashion. Helicopters are all about the hover, and the helicopter can hover anywhere on the field. The problem is most pilots have not practiced hovering all over the field.

Attitude recognition gained from all that hovering practice will to become second nature. Knowing how to correct the attitude of the helicopter from any attitude will help the pilot to progress with aerobatics many times faster than relying on sheer luck, which is what most people do rushing into forward flight. The hard work up front will pay off later learning aerobatics because every angle of the helicopter will be familiar and therefore more easy to correct, carry-out, or bail from to avoid a danger.

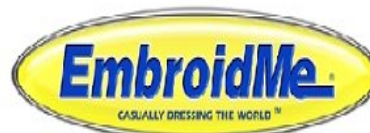


## Club Shirts & Custom Items

The club has contracted with EmbroidMe for club related graphics and Logos. You can take your shirts to the store and they will embroider them for you. It takes about a week.

### Price List :

- Option 1 Large logo on back Name on right chest \$23.00
- Option 2 Opt1 + Small logo on Left Chest \$30.00
- Option 3 Opt 1 & 2 + American & Texas flags 1 on each sleeve \$40.00



### EmbroidMe-McAllen

Phone: 956-683-8006 Fax: 956-683-8306

E-Mail: [mcallentx@embroidme.com](mailto:mcallentx@embroidme.com)

Website: [www.embroidme-mcallentx.com](http://www.embroidme-mcallentx.com)

2706 N. 10th St. McAllen, TX 78501