

# TRI COUNTY RC CLUB

# THE FLY PAPER

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www.tcrnj.com

Club Hats are available thanks to Frank Jones. Purchases can be made at each meeting and the cost is \$15.00 each.



Tony C. Frank J and Armand get ready to unload the new TCRC 46 inch mower.

Thanks to all the guys behind the scenes that put in many hours to keep the field in its pristine condition. This is what makes this TCRC great! The field never looked so good as it does this year.



**Captain Shenanigans said :**  
"This Saturday 7-13-2019, (unless there is another TFR) will be the scheduled Night flying." So get your batteries charged, your flashlights strapped to your favorite aircraft and get out there.



## Club Meeting

Next meeting is **Thursday, July 25, 2019 8:00 p.m.**

## Monroe First Aid Squad Building

47 Monmouth Rd.,  
Monroe Township, NJ

## Some suggestions for this years flying events include:

"2019 Summers Over , Halloween Fun Fly" and Annual Picnic

"Theme day", Last Saturday of each Month

"Night Flying", Once per month on the 2nd Saturday night.

"Club Cook Out" is scheduled for the **first weekend in August.** Bring your favorite food or dessert to share with the others.

Most events will **not** close down the field to regular flying.

More details and additional events will be posted in upcoming newsletters.

## OFFICERS

President:  
Gerry Roedel  
groedel@optimim.net  
201-780-6586

Vice President :  
Rich Rodriguez  
rgrodriguez37@gmail.com  
201-376-1093

Treasurer:  
Joe Aiello III  
jaiello612@gmail.com  
732-983-8377

Secretary:  
Eric Fagan  
faganer@optonline.net  
914-320-5690

Trustee:  
Eric Fagan  
faganer@optonline.net  
914-320-5690

Editor:  
Bruce Grankowski  
732-727-9063 home  
732-586-9779 cell  
bgrankowski@optonline.net

## Night flying pictures from June



The quad field looks like a carnival atmosphere set up with battery powered lighted obstacles and gates that are a challenge to go thru.



Rich and Ryan get ready for some FPV night quad flying.



Alex S. came out for some night fling with his Night Vapor.



Frank Jones has his plane ready for another night flight.



## Fly With A Purpose....

**Don't just keep correcting for the wind blowing you around.**

**Take control of your aircraft.... It will make you a better pilot.**

Original article by Scott Covey

### If you are interested, read on.

Let's take your existing plane and try a few things. Set your plane on the centerline of the runway, or just in the center, and try to take off **without** veering right or left – and lift-off at a nice rate of climb – not too steep. Then, once in the air, and after a few passes, try to fly parallel to the runway about 50 – 100 yards out (depending on the size of your plane). Try to stay parallel to the runway for a hundred yards, not coming in, or out, at the ends of the runway (many flyers fly an arc around themselves – the plane stays the same distance from you but it's not flying parallel to the runway; flying parallel means the plane gets farther from you as you fly towards the ends of the runway). At the far end of the runway turn your plane around and try to fly parallel on the way back. One KEY to doing this well is watching your wings very closely – making sure they are level. In many cases (depending on your plane) you will be looking to see the bottom of the OUTSIDE wing (the wing farthest from you). If you have a high wing trainer, you may be looking to see the underside of the wing nearest you. When you start trying to do this you may notice you only see the INSIDE wing tip – if so, your wings are **not** level. Do this several times, getting the feel for 'wings level' and flying a straight line. While this may sound simple, it's not as easy as it sounds – and, by the way, you want to stay at the same **altitude**. Trim your plane so it fly's level with your hands off the transmitter sticks. Don't be surprised if this takes you several days to get this right .

Most AMA RC fields have some lines painted on the runway. If possible, pick any line that is perpendicular to the runway and use this as a 'center line' – if the line extends into the pilot area, physically stand on this line. If you don't have lines at your field, pick some object out in the distance and use that as a center reference point. Now, as you are flying parallel to the runway and your wings are level, when you just cross the center line or mark, do a loop. You are not looking for a tight loop, or a loop that is too big, just a nice medium size loop where the plane is not struggling to get over the top. If you're like me, your first loops will be flown as large



ovals, and look more like an egg shape than a circle / loop. This is because I did not ease off the elevator at the top of my loop – letting the plane 'fly-the-arc' (1 o'clock to 11 o'clock, or visa-versa) over the top, then slowly add elevator to complete the loop. You want the end point of the loop to be the same point as the starting point – and at the same height. And, while you may think you flew a perfect loop, get someone else to view your loop and ask them if they think your loop looks round – you may be surprised at their answer. Here's a helpful hint I don't tell many people: get out a pencil and paper and draw a loop / circle on the paper – start with the pencil in level flight (drawing a straight line, moving at the speed you perceive your plane flying), then after about an inch or so, keep the pencil moving. You want the end point of the loop to be the same point as the starting point – and at the same height. Does the circle you drew look round? If so, you are one of the lucky ones. You will have a tendency to draw the loop like you fly it, so the better you can draw the loop, the better you will fly it. I promise it works! Perhaps you can now see why Pattern flyers fly as a group – they are helping each other 'see' how their maneuvers look. Now for the landing – try to touch down on the center

line you are using. Control the airspeed on the way down, descending slowly. In actuality if you can get within 10 yards on either side of the center mark you have done amazing! If you have done these four maneuvers (takeoff, straight level flight, a loop, and landing), and liked the challenge of doing them well, I'd like to welcome you to

Pattern flying! Oh, one more thing – you **don't** want to fly the three maneuvers (takeoff, flying parallel, and the loop) at full throttle – just take your time and fly a comfortable horizontal airspeed, perhaps at half to three-quarters throttle, and increase the throttle SLOWLY as you pull up into the loop, and decrease throttle as you come down the backside of the loop – trying to keep a constant airspeed. If this was somewhat interesting to you, you may enjoy trying other maneuvers in the Club Class or Sportsman pattern. If not, well, just enjoy the hobby.

If you did pretty well at the loop, perhaps try 2 loops.

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These loops would ideally be superimposed on each other, but do your best to make them the same size. Did your wings stay level throughout the loop? This is another area to practice – always – wings level. Did you EXIT the loop parallel to the runway? Here's a fact: you don't need to spend thousands of dollars to practice with purpose – just fly the plane you have now and when (if) you are ready you can get a plane that is more aerobatic. Let's talk about that for a second.

While not necessary, a plane built for general aerobatics will fly better than a general sport plane. I want to emphasize you do not have to buy another plane if you have interest in flying the Club Pattern, or Sportsman pattern, you can use just about any plane you want. Trimming your plane involves setting the CG to how you like it – this may not be the exact place the plans indicate. It involves setting the thrust of the motor so the plane goes straight up; it involves balancing the wings so statically the plane is perfect. It also involves tuning your radio for your flying style. This is very important. More than likely the radio you have now will be fine for many more years. Look, precision flying is not for everyone. It does provide a challenge as it's not easy to do. It requires practice if you want to improve – you must break your old habits! Nobody ever really masters precision flying – but you will become a better pilot. It does not mean abandoning other sport planes you have, but if you give precision flying a chance, you will be **flying with purpose** and the challenge is exciting.



*Pictured is a Tower Hobbies Kaos which is a great inexpensive aerobatic plane*

## For Sale :

**Walt Pererria**, (a past TCRC member) is looking to sell a Ready To Fly (RTF) Apprentice S with Spare batteries. Walt is asking for \$200.00 or best offer. He can be reached at 732-991-5665



**Gerry Contrabasso** has a few glo -fuel planes along with tools, fuel , coverings, radios, etc. that he is looking to sell.

He also lists a 40 size Stick with a 70 size 4 stroke OS engine that has never been flown with a new computer radio that has never been used.

Mr Contrabasso also has some 4 stroke engines, Saito and OS Engines that have been meticulously kept safe in original boxes and never crashed.

Gerry is unable to drive so the buyer must pick up the merchandize at his house.

Gerry's email is [gcontrabasso@yahoo.com](mailto:gcontrabasso@yahoo.com) or phone him at 609-395-7274 and leave a message.

His home is a 18 Merlot Ct. Monroe Township, NJ 08831

