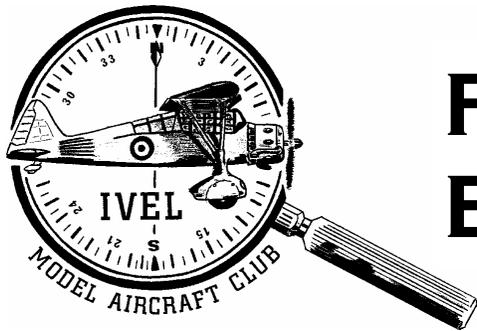


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# FLIGHT BRIEFING

## WELCOME RICHARD

### Inside this issue:

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## WEB SITE

The next piece of news is good news. As some of you will have already spotted, our website is now up and running. Ken Staynor has offered to take over as webmaster for the running of this. He works with computers all the time and is ideally suited. Updates are occurring every day (or thereabouts), and the site is now looking quite rosy. History of the club from day one with lots of lovely photos—many new ones, courtesy of flasher Neil Goodwin, along with many ‘ancients’ scanned in from the archives! The surfing count shows that over 1000 people have already accessed which is pretty fantastic.

The site is not going to be a forum as we have done in the past. Unfortunately fora, (I suppose that is the plural), have a habit of easily becoming nasty, bitty things - and not what its all about or what we need. If members have good news, pictures, fun things can you let Ken and the Committee know and they’ll get sorted for publication.

For those that want to surf and, as yet, haven’t, our new site is :-  
[www.ivelmac.club](http://www.ivelmac.club)

The ‘.club’ bit may seem unusual from the normal web address extensions but it is a new issue that we have bought and registered. Google is just about realising its existence but beware, in spite of repeated overtures from us, the BMFA have still got is listed as the same as some 20 years ago. We are working on this.

## TRIMMING

Bernie O'Connor sent me the following article.

*Those members who are planning to take their 'B' cert may find this text useful.*

*There are some charts associated with the text below which comes from 'over the pond' from 'The National Society of Radio Controlled Aerobatics' In its entirety it would take up too much space for the newsletter so I give the link.*

[http://nsrca.us/index.php?option=com\\_content&view=article&id=177:trimchart&catid=114:flying&Itemid=187](http://nsrca.us/index.php?option=com_content&view=article&id=177:trimchart&catid=114:flying&Itemid=187)

This link allows you to download and print the charts for future reference.

These tests assume that the plane has been built perfectly aligned, wings square to fuse, stab in line with wings, vertical fin is exactly 90 Deg. to horizontal stab. Thrust, incidence, and balance (CG) are set according to the designer's recommendations. The wings are not warped as checked with an incidence meter, and the elevator halves are moving together as checked by a "Throw Meter".

These flying tests should be done in near calm conditions. Double check each of the following tests before making any changes. The most critical component of aircraft setup is finding the proper Centre-of-Gravity. It must be correct for each airplane, regardless of differences due to building variables and weight. Because of this requirement, it is important that this trim chart be followed in the order in which it is written.

**Note A:** These two methods for determining the C.G. of a model will give approximate results only. Start out with the C.G. where the Designer suggested, or somewhere between 25% to 35% of the Mean Aerodynamic Chord. The optimum C.G. for your model will require further testing while performing manoeuvres. The results will only be an approximation at best.

**Note B:** This portion of the trimming chart may be unclear for the following reason; In order to maintain level upright flight, the wing of a plane with a symmetrical airfoil wing needs to have a positive Angle of Attack (AOA, usually less than 1 degree). This positive angle provides the lift required to cause the plane to fly level. If the plane is balanced slightly to the nose heavy side (required for pitch stability), it will require a slight up elevator trim to hold level flight. A plane with a zero/ zero wing to elevator angle will also need a slight amount of up elevator trim to hold level flight. Therefore, a plane trimmed in this manner will have a tendency to pull to the canopy on a straight, thumbs-off, down line because the elevator is controlling the AOA of the wing.

This positive AOA may also be achieved by a positive incidence change, which requires an offsetting down elevator for level flight. Thus, a power-off down line should fall straight down, with neutral controls. There are significant interactions between wing incidence changes and CG; therefore it is most important that the C.G. of the airplane be established first.

In the final analysis, flight trimming an airplane is a personal preference issue after you have taken care of the basic essentials.



## THEMS ELECTRICS STILL BITES

A tail-piece from Richard Warner showing you that electric props can inflict just as much damage as an IC engine. Sorry to finish a newsletter on a gruesome but it must be seen. We can all get blasé all too easily.

### **Bird strike**

I've heard of it happening, but for me bird interest in a slope soarer has only gone as far as some tailing around out of curiosity. Here we see a Falcon who has taken things into his own talons!

### **Indoor Meet**

To sign off here are a couple of shots taken from the last indoor meet at Moggerhanger. Above shows John Warner with the latest challenge to NASA's space programme.

Yours truly and a near miss with the Vapor.

See you next month or so!