

From: Barnstormers RC lhughes650@gmail.com@1x1.bbsv1.net
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To: john@wytmsa.com

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Barnstormers' Newsletter - October 2023

President's Report

Welcome Barnstormers!

Next meeting: Monday, October 16 - 7:30 PM
at Willamette Aviation at Aurora Airport.

Be sure to come – another raffle will be held!



And, if you have a 'show and tell', for better or worse, bring that too.



Directions are at the end of the newsletter. All upcoming meetings through April 2024 will be there. Gate code to enter is #1200.

We are still having reasonably good weather to fly! Glad to see so many taking advantage of some excellent conditions.

Fir Point: We are off to a good start with a solid team able to manage the collection of bottles and cans. The Fir Point people have offered lunches and drinks to everyone who has been working there. Harry and Dave Tozer have been anchoring the effort. If you are interested, Harry is coordinating the schedule so let him know at (503) 706-1460. We want to make sure we have coverage for the remaining days of the month. Some photos are below including Dean Zinter's great work at creating a locomotive to haul the guest around!

Welcome to new members who joined last month! Great to keep adding to our group.

For those interested in the Flitetest visit last month, here is a video they posted on their YouTube channel that started with their visit to Van's and concluded with the visit to our field. They indicated they wanted to come back and since they are building a Van's RV-12, I am sure they will come back.

<https://www.youtube.com/watch?v=j73gm1bXW9g>

If you see any other videos they post that include us, please send them along.

We are getting into membership renewal time and Curt Boardman, as we have mentioned, will be leading that effort as the new chairman of the committee. If you do not have a name tag and need one, please send a note to Curt at: cantpdx@yahoo.com.

Curt will discuss where we are in membership at the meeting.

Please bring your recycling items for us to turn over to Dave Tozer on Monday. Dave will surely report how the Fir Point effort has been going.

See you Monday!

Larry

Fir Point October Celebration





Vice President's Report

Let's revisit a conversation about our high volume of crashes, mostly due to the almighty stall. So, we have had a discussion about the deadly use of the elevator and how you can recognize when your airplane is close to a stall with the position of your elevator stick.

Please refer to our stall video on YouTube <https://youtu.be/KeHhLdvew7k> as the elevator is the crucial player in a stall **and** stall recovery. A good RC pilot keeps his elevator stick in his scan, and knows the position of the elevator at all times.



So, let's talk about the secondary crucial control surface in a cranky airplane (aircraft close to stall), THE RUDDER. Lately I've been amazed out at the field with too many pilots inappropriately using the rudder when flying. So... when should we use the rudder? We use rudder for the takeoff roll for runway alignment and aerobatics. Period.

If you are a seasoned flyer or in the advanced steps of your training you use rudder on landing to assist in aligning the aircraft with the runway, especially with a cross wind. If you are a newbie, please do not use the rudder when landing at all! At all!

Crosswind? Angle your aircraft a bit into the wind and use the runway. You can land on the centerline as you progress. If you are a seasoned pilot you can also use the rudder to help coordinate a turn in normal flight maneuvers. It is fun to do and can help increase turn rates however most rc aircraft do just fine with no rudder inputs in a turn. Very rarely do I ever use rudder in normal flight. Did you know in most full scale jet aircraft the rudder is controlled by pedals with our feet and except for takeoff and landing our feet are flat on the floor.... not even on the rudder pedals! Listen, the rudder is fun to play with at times for sure...but you need to be careful. Rudder causes a yaw motion changing the airflow over the wing. This can be critical because this **greatly**, let me say that again, **greatly!!!!** increases the chances

for a tip stall or one wing stalling before the other right into a death spiral! How do you spin a full size aircraft?? Slow the bird close to stall speed and apply RUDDER! Bam, spin, yeehaw.

So be careful. Also apply this to your landings as well!!! When you are in the flare when landing....and you tip stall....most likely you had a bit of rudder in.

Remember – Airspeed is everything! Cheers.

Kyle Huberd

United Airlines Flight Operations
Captain, Check Airman, A320 SFO
Cell 503-475-5900

Field Manager's Report -

Hi guys

This month Dave Tozer and I have been managing the Bottle and Can Drive out at Fir Point Farms. With a few volunteers, it's been great.

Lots of fun. The weather has been great on the weekends. You need to come out and visit. And, the food is amazing.

Harry Lenz

papaharry2@yahoo.com



Treasurer's Report

Financial accounting is up-to-date using an on-line accounting program. Hope we make good return on aluminum can program during pumpkin patch pickup.

Also, remember you can download the Picture Directory by clicking on the Sign In selection. The password for the PDF file is !Love2Fly.



Flying Instructor's Report

Training continues on Saturdays with sessions starting around noon, weather permitting. Be sure to factor in the wind because anything over 10 MPH and gusty conditions can be challenging for new pilots. If you will be working with a new or unfamiliar radio, it is always helpful to bring along the user manual.

Instructor Greg Meyers is willing to work with new pilots during the week, depending upon his schedule. Contact him at 541.517.5036 and gms1021@gmail.com



Dan Phillips
503-692-5917
Danp52@frontier.com

Membership Committee

Well here we are, the rain is back and it's that time of year when all Barnstormers get to find those \$\$'s you've put away for your annual membership remuneration!! The dues are \$100.00.

Yes, dues are up for renewal and can be sent to our Treasurer John Wytsma. You may pay by cash, check or PayPal (sorry no bit coins). Please make sure if you use PayPal to click on the "friends and family" prompt so that you and the club don't pay a service charge.



If you have any changes to your Barnstormers information get that to John so that he may update our roster.

I will be taking names at the meeting to order name badges. The badges are provided by the club and are at no cost to you. Or, you can send me an email.

We need to get dues in by the end of December so that our re-charter may be completed by it's deadline early in the next year.

I look forward to being your membership chairperson. Please contact me with any regards to membership.

Curt Boardman, cantpdx@yahoo.com
503-807-8729

Directions to Willamette Aviation Conference Room:

From the north, take I5 to Exit 282A to Canby/Hubbard after crossing the Willamette River.

At first traffic light, turn left (east) on Arndt Road.

At next intersection, a traffic light, turn right onto Airport Road NE.

In 1/2 mile, turn right into Willamette Aviation through the gate.

The conference room is to the left as you can see in the photo here.

From the west, or northwest, take 219 South from Newberg to Champoeg Road, head east past our flying field through Butteville to Arndt Road and you run into the airport. Proceed through the Canby-Hubbard Cutoff intersection to Airport Road NE, turn right and go down to Willamette Aviation.

Coming from the south, most people should know where Aurora Airport is located since you probably pass right by it going to and from. Take 99E to Hubbard Cutoff and that goes right by the airport on the west. Turn east (right) on Arndt Road, then south (right) on Airport Road NE.

Willamette Aviation

23115 Airport Rd NE, Aurora, OR 97002



We thank Brad for allowing us to use his



We thank Brad for allowing us to use his software to draft our newsletters and distribute to our mailing list. Thank You.

Note from Brad:

Keep us in mind when your friends and neighbors start talking about a real estate move. Having someone you know and trust who also is in the top 3% in the state is a strategic advantage.

Brad Eaton

HomeSmart Realty Group

503-819-0702

Brad.Eaton@EatonRealtyGroup.com

www.EatonRealtyGroup.com