



Liberty Flyers News

The Newsletter of Liberty Flyers of Petaluma

JUNE, 2022



WELCOME! The June 2022 edition of the Liberty Flyers News marks the second newsletter for the 2022 flying season. As we put “pen to paper” on this one, we are surprised to have recently received a late spring rain shower that dropped a total of a half an inch of much needed rain in Sonoma County. Pilots are reminded to be extremely careful as we progress into what is sure to be another dry, high fire danger summer. Both electric and nitro powered model aircraft are inherently capable of igniting a fire, especially when crashed in dry tinder and grass. Are you familiar with where the fire extinguisher is located at the flying field? Do you know how to properly use it to extinguish a fire? Please check with a club officer if you’d like a brief refresher lesson.

As mentioned in the introduction to the last newsletter, we invite and encourage all club members to play an active role in this newsletter. Thus far, I have yet to receive anything from the club membership roster as we head into this second newsletter. Do you have a short safety or flying tip? Or perhaps a model that you are currently flying and passionate about? Let us know about it! We’d *love* to feature it in a future newsletter. Please contact me at “barnesjonr@yahoo.com”.

I think it is safe to say that our Club President, Jim Bossaller, is probably the hardest working member of the Liberty Flyers club. He sets a superlative example in his willingness to donate a significant amount of his time and energies to help keep the Club running smoothly. We begin this newsletter with an update from him. Take it away Jim!

Jon R. Barnes - Editor



From the President...

We had a very productive board meeting on May 31st and made plans for a number of maintenance items and improvements to the field facilities. The notes from this meeting are summarized elsewhere in this newsletter. To accomplish some of these maintenance tasks, we will be setting up dates for work parties and will be asking for volunteers to do some of the tasks. Be on the lookout for this request.

Gate Reminder – We are still occasionally receiving reports that the gate was found open and unlocked when the first member of the day arrived at the field. Because we all lead busy lives it is not uncommon to already be thinking about the next item on our daily to-do list as we head down the long drive towards the gate. Or perhaps we are on the phone. In any event, the end result may be that we forget to close and lock the gate. So, when leaving the flying field ...as you slowly drive across the cattle guard ... **PLEASE** try to get into the habit of asking yourself the question: “Am I the last person leaving the field?” I have placed a sign at the gate as a reminder. And furthermore, when locking the gate, please daisy chain the locks so that any one of the locks will be able to unlock the gate. On Saturday May 28, I found both the owner’ locks and the PG&E lock bypassed. In order to hopefully prevent this from happening again, I have shortened the chain and set it up so it will be pretty difficult to **not** daisy chain the locks.

I want to thank you all again for being so supportive of other members and always maintaining such a friendly and helpful environment. It’s truly a pleasure to fly, talk and work with everyone in the Liberty Flyers Club!

Jim Bossaller - President

DO YOU KNOW WHO YOUR OTHER 2022 CLUB OFFICERS ARE?

Vice President	Michael Troy	troy@mktroy.com
Treasurer	Randy Wong	rwong0614@hotmail.com
Safety Officer	Jim Rolle	jdrolle@comcast.net

Additional Club Assistants

Website Administrator	Larry Shenosky	lshenosky@att.net
Secretary (Meetings)	Baker Hart	bhart@newsolutions.biz
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Newsletter Editor	Jon Barnes	jbarnes@yahoo.com
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Several new members have joined the club in the past few months and the membership roster is currently at 87 regular members and eight junior members. Liberty's newest members are Tom Low, Joe Flake and Michael Tabayoyon. Here is a little about each:

- **Tom Low** – Joe has been flying RC planes for 60 years! He flies all types of electric fixed wing planes, powered gliders, flying wings and home brew planes. Tom lives in Sebastopol.
- **Michael Tabayoyon** – Michael is a returning member to Liberty Flyers and has been flying RC planes for 9 years. Michael lives in Novato.
- **Joe Flake** – Joe is new to flying RC planes but thought he would try this sport since his Son (Justin) and Grandson (Tyson) are also members of Liberty Flyers. Joe has a Carbon Cub that he is using to learn to fly. Joe lives in Novato.



WHY I FLY: Michael Troy

Going back to my early childhood, I've always loved warbirds! As a 10 year old, I often drew pictures of airplanes dogfighting. I also loved building Revell model airplanes. I built a model of an aircraft carrier and spent hours playing with the wee A-4 jets included in the box.



When I was 12, my brother and I often engaged in dogfights using our plastic models. With our models tied to the end of strings, we would fly opposing, overlapping circuits. The winner of the dogfight was the plane that had the most plastic remaining after the intentional collisions with the opposing plane. It was the kind of fun that kids dream of!

My entry into RC began about ten years ago. My brother and I were in a shopping mall in Portland and came across a booth selling entry level RC models. We each bought a \$40 helicopter and had a blast flying them around his house over the Thanksgiving holiday weekend. When I got home from that trip, I decided I wanted to try to learn to fly RC planes. As many pilots do, I started with a Cub. This poor model suffered numerous crashes as I struggled to teach myself to fly. Like most new pilots, my biggest problem was remembering which way to turn when the model was coming towards me! This served as the beginning of what would be a love/hate relationship with a new hobby (but mostly love <grin>)

I really loved the challenges and the good feeling that came with a successful flight. Though I disliked the humiliation of the unavoidable crashes, I found that repairing the damage and returning the models to flight-worthy condition again was also quite enjoyable and fulfilling. I soon discovered and made friends with several other pilots who regularly flew at a Junior High School in Rohnert Park. These relationships expedited my learning the wide range of skill sets required to successfully fly fixed wing models. They also helped expand my knowledge in a number of areas related to the hobby ... from radios to ESC's ... from



programming to flying 3D. I really looked forward to my weekends at the school track! I have many fond memories of flying and hanging out with the likes of Josh Bernstein, Jon Barnes, Neil Issacson, Jim Rolle and many others. We would swap crash stories, drool enviously over another pilot's new model and talk endlessly about the next big thing coming next in the hobby.

From the deep camaraderie among the pilots at the field to the nervous excitement of a maiden flight ... the feeling of self-satisfaction when developing a new maneuver to the sense of community ... quiet time out in the garage building a new model or repairing an old favorite ... spending quality time in the great outdoors and enjoying the medley that is California weather ... the inevitable, collaborative post-crash forensic investigation to the no-holds-barred quips and barbs from an dependably merciless peanut gallery ...That's why *I* fly RC! I feel very blessed to belong to the Liberty Fliers club and fly at our beautiful facility!

Michael Troy



Five Steps to Improving Your Landings

Submitted by Ole Grini - Originally Written by Ben Fisher

1. Landing is a maneuver, like any other. You are the pilot, not the passenger. The very first step to making good landings is to take responsibility for them. If you are at the field, and you see a pilot make a bad landing, and he turns around and says "the plane did..." then you can be pretty sure he's never going to be a landing expert. Once a pilot can say "I screwed that up, I need more practice" (about any maneuver) he is on his way to being an expert.

2. Center of gravity (CG) is important for landing. When you are landing, you should (if you are doing it right) be flying slowly on final approach. We are all aware that if we go too slow, our wing will reach a speed at which it no longer works and will stop flying. We call this a stall. When we stall, we lose lift, and the plane will fall out of the air. However, our aircraft has two wings (if it's a monoplane)...one in front, and one in the back



(the horizontal stabilizer with elevators). In flight, the main wing holds the plane up, and the tail wing provides up or down lift to hold the plane stable. This is why a nose-heavy plane requires some "up" trim and why a tail-heavy plane requires some "down" trim (and why expecting your elevator to always end up perfectly in line with your stabilizer is not correct). When you slow down too much on final approach, the smaller tail wing will stop flying first. As the tail wing loses efficiency, the balance of the plane takes

over. A nose-heavy plane will drop its nose (the heavy end) and a tail-heavy plane will drop its tail (the heavy end). Dropping the nose is not a problem ... dropping the tail however causes the plane to slow down more and it may stall. This is why a tail-heavy plane is more difficult to land ... because the pilot has to use the elevator to push the nose down to maintain flight speed. Though you might want a tail-heavy airplane to fly 3d maneuvers, be sure that you can still land it.

3. Throttle - Do not glide down to landing. Your throttle is a speed *control* and if you set it correctly (about 1/8 or less on most electric planes) it will help to keep your plane at the proper speed on landing, not too fast and not too slow. If you learn to fly a full-size plane (or learn to fly an RC plane correctly) you will be taught at some point to fly a "stabilized approach". This means that your landing approach is stable, in that it has no time limit. You could start your approach at 20 feet high or 2,000 ft high, and you can fly in this mode as long as you want. The opposite of a "stable approach" is a "decaying approach"...this is an approach flown without



enough throttle or too slowly which has a time limit. The plane is slowing down (because there is no throttle) and the pilot is trying to get it on the runway before something bad happens. To fly a stabilized approach, put the nose down about 10-15 degrees, use 1/8 throttle or so, and point the airplane at the spot you want to land. Start high enough and far enough away that you get a chance to fly a stabilized approach down to the runway. Don't "flare" or do anything else until you are very low. If you cut the throttle and pull back on the stick, make sure you're only ankle-high. Too many pilots want to have a dramatic flare at the end of their approach...leave that to the experts. Just fly down to the ground and close the throttle for the last foot or so. Done.



4. Elevator - The elevator is the important control for landing. DO NOT land on 3D rates. Use your low rates. First, try to fly a perfectly straight and level pass down the runway about 2 feet high on low rates at about half throttle. Can you do it? For most of us, probably not. Lower your low rates and increase your low rate exponential until you can smoothly fly just above the runway consistently and smoothly. When you are flying a stabilized approach, having the correct elevator response will allow you to

actually pilot the aircraft in a straight line, rather than fighting a bucking bronco. Get your elevator response right!

5. Observe - Watch people who can land. Watch people who cannot. See their habits. What we do not want to do is to go up really high, cut off our motor, and dive at the runway, then pull up and glide along the runway, bouncing up and down, hoping to be able to smack the runway on a lucky bounce. Instead, we select low rates, select low throttle, point the nose 10-15 degrees down toward the end of the runway and fly a smooth straight line. When we are very low we cut our throttle and bring the aircraft to level and let it touch down. If we mess it up, we make any necessary repairs, change our CG or transmitter as needed, and try again. Once you know how to land, your repair bills go way down.





I. Membership is now at 87, with Michael Tabayoyon recently rejoining after being absent for 1 1/2 years. A substantial number of improvements have been completed over the last two years and it was thus deemed appropriate to charge him a field investment fee of \$150, with his dues for the remaining half year being \$75. We discussed the current size of the club roster. The facility seems capable of comfortably accommodating the current number of members. Unless access problems develop, there is currently no need to limit potential additional members from joining.

II. Current bank balances before the latest addition were \$12781.41 in Checking and \$449.23 in the savings. A total of \$56.66 was spent on pizza for the Board meeting, with income of \$225.00 received from one new member. The checking account thus has a new balance of \$12,949.75. Fixed annual expenses are \$3600.00 for site rental, \$120.00 for AMA dues, \$518.00 for hosting the club website on Wild Apricot, \$480.00 to \$600.00 for servicing/pumping out the portable toilet. This expense is dependent on the frequency of the service, with it currently being done monthly. With the Board tracking the finances, it was decided that there is no compelling reason to send out detailed accounting information to the entire club roster.

***NOTE:** Annual Club income could be at least \$13,000, depending on how many more members sign up this year and how many drop out at the end of the year.*

III. The continuing support of the Liberty Flyers Website was discussed. The current webmaster, Larry Shenosky, indicated that he will be staying in the Petaluma area for at least the next few years and that he will be happy to continue to administer the website during that time.

IV. The following field maintenance and improvement items are on the radar:

- 1) Repair tire tracks on runway
 - a) Michael will work with Jose to sign him up to provide labor for this project.
 - b) We will need to provide detailed plans for what is to happen.
 - c) Need to order 10 cu yds of small rock (3/8 minus probably)
 - d) Arrange to borrow or rent the "Strawberry guy's" tractor to move rock. (Who drives the tractor??)
 - e) Need to rent a compactor
 - f) If needed, we need to sign up additional workers to help Jose.
- 2) Fix the low spot in the Taxi area. Water collects on the west side near the runway.
- 3) Purchase 2 additional fire extinguishers (CO2 type? ... for lipo fires)
- 4) Replace the pilot safety fencing
 - a) Buy the fence material and cable ties
 - b) Arrange work party
 - c) Ask helicopter pilots if they feel they need some type of barrier on their side?
- 5) Thoroughly check the runway for needed patches etc.

Arrange a work party for this work as needed.
- 6) General clean up work party to clean and spruce things up.
 - a) Need someone to coordinate the work to be done
 - b) Perhaps send out a list of things that need to be done and ask for volunteers to sign up for a particular task on work party day?

V. Additional Improvements being considered:

- 1) Add Fabric to the Pilot safety area and also in front of the car port.

Determine the size of fabric needed and see if we have any used pieces available that might fit.
 - 2) Add fabric to the area under the tables to the east of the carport.

Determine if we have enough used fabric needed for this job also.
 - 3) Build new tables for the nitro planes and helicopters. They are falling apart.
 - 1) Perhaps use the existing two tables and just add uprights to the front end using padded PVC pipe or rebarb. Make it so it can be removed if needed?
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VI. People issues?

No problems that anyone is aware of.

VII. New Business

1) We need to decide if we want to take Michael Troy up on his offer to give us two rolls of runway fabric (each are 15 x 300)

a) He will try to sell them if we don't take him up on his offer to give them to the club. Each roll is in excess of 500 pounds, so not easy to move to the field.

b) One suggestion -- Possibly take one roll of Michaels fabric and move it by cutting it into manageable pieces (perhaps 15 x 25). That becomes a manageable task with a pickup and two people to man handle the fabric pieces. Might take two loads

2) Do we want to plan a general meeting? The club officers in attendance felt that we shouldn't just have a general meeting merely for the sake of having one ... we need to have something of value that people will need/want to come for. For the time being, we will continue with board meetings and use the club newsletters to keep the membership informed and in the loop.



There was a good turnout for the combat event held on May 21st. There were a total of six pilots in the air. Ribbons were cut and collisions occurred! Jim Rolle suffered the worst collision, with Jim B tearing straight through the center of his plane and cutting it in two. The good news was that all of the parts were reusable! Jim B cut a new body to replace Jim's destroyed body. While collisions can and will happen (it IS called COMBAT), these models are pretty resilient and usually remain in good condition, even after a crash. Several members have been building Hog Wild planes but most were not quite ready to fly in May. Several current combat pilots were unable to attend the event on May 21st. With the potential for 8-9 planes in the air, the next combat event on June 18th could turn out to be a real battle royale! All are looking forward to the next combat event. Will you join the melee?!



Pilot Profile: David Hoff

I have been flying RC since I was about seven years old. My grandfather got me into the hobby. I am now 31. I have worked in the RC industry at various hobby shops since the age of 14, including a stint at Jake's Performance Hobbies. I currently work in the drone industry, for a company called Kraus Hamdani Aerospace. They make an Ultra Long Endurance Fixed wing drone, with a current longest flight at 26 hours in Class 2 UAV. I am a test pilot/external pilot for the program, as well as an airframe/systems engineer. I teach our autopilot systems how to fly the airplane and I maiden all airplanes for Quality Control. My primary function during autonomous flight operations is to switch to line of sight control/ full manual RC should something go wrong and manually bring the drone back for a safe landing.



The most exciting RC model in my current hangar is the new MotionRC twin 70mm EDF powered B-2 Stealth Bomber. I currently have the B-2 set up according to the manual and it flies very, very well. This bird has a notably long takeoff roll. I believe it's primarily due to the springs on the main gear, which pitch the nose down and somewhat restrict rotation. In the pitch and roll axis, the airplane behaves like a normal flying wing. The yaw axis is however controlled using transmitter programmed drag rudders. Since they generate a lot of control authority, I am careful to not apply too much rudder input when coupling them with the ailerons to initiate turns.



I love to fly the airplane in as scale a manner as possible, with the throttle generally held at around 1/2 to 3/4. I love doing slow passes just over the flight line and banking out over the field to show the beautiful belly silhouette, holding it in this orientation as long as I can. I have noticed that at full throttle, the wing will flutter at the tips just like the full scale aircraft. When those oscillations do occur, pulling back on the throttle a little usually calms the model right down. Landing this bird can be a bit tricky; you've probably seen the abundance of bouncy landing videos on YouTube! With a very thin and sleek front view profile, it can be hard to judge the final approach speed. Carry too much speed to the runway and she is reluctant to commit and settle solidly on the deck. One bounce on touchdown almost always degenerates into many bounces. All things considered however, I absolutely love this model! Get everything right and she is a big, docile baby!

