

An Owl cannot fly without ...

Flight Feathers

The official publication of OneWingLowSquadron.org

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NEXT MEETING

**MAY 10TH
@ 1:00 PM**

**FIELD CLOSED
FOR FSS #2
EVENT**

MAY 3RD & 4TH

WISE OWLS

**SHAUN ELMORE
PRESIDENT**

~
**MIKE FLICK
VICE PRES.**

~
**RON SANDERS
SEC./TREAS.**

~
**ROB GRANT
SAFETY OFFICER**

Flight Feathers Resurrection...

It is my privilege to edit the club's newsletter. Over a period of time, 1993-2000, Flight Feathers has been edited by members Art Miller, Dick Mac+ McGarvey, and John Entwistle (I hope I credited everyone).

Of course a newsletter cannot survive without supportive club members, and, from the earlier issues I have read, my predecessors relied upon help from many of their friends and colleagues.

This is *our* newsletter so I am counting on everyone's support and contributions.

Some of the staples you can look for monthly will be messages from our officers, club minutes and finance reports, tips, news, and pertinent articles ... maybe a bit of humor, too.

Now, as I stated above, I've read earlier issues of Flight Feathers and



Photographer William Winters, graciously lent his image of a burrowing owl, which I found so apropos to our club's name.

I confess that I may be found guilty of recycling some of the tips and articles therein. After all, it's been two decades since the first issue and some of the information is valuable and still appropriate.

Lastly, I must plug our new website and give kudos to my son-in-law, Jason, who set it up and debugs all the things I screw up. If you haven't experienced it yet, please check out these great features: interactive weather, news and events, club info, forums, the Spotlight+ and much more.

Bill Brooks ~ Editor-In-Chief

Loose Feathers

Out With the Old...

Our old field sign was pretty weather-beaten, so a new sign was designed by Mike Flick and approved by the membership. Made with a PVC panel and Mike's pressure treated frame, it is basically maintenance-free. Mike and yours truly had a little work-party-in-the-rain to install it on Good Friday.



The Prez Sez...

Welcome to the 2014 OWLS' newsletter.

Please take some time and give it a read. I ask that the club members support Bill with contributions and feedback so we can keep the newsletter going.

Thank You to Bill Brooks for taking on the newsletter and the club website.

Shaun Elmore - President



Getting It Down - The Sideslip

You have to come in over the trees, and there isn't much wind. You pull back power and glide toward the landing area, but the plane just accelerates, and you can't get slow enough to land. Sound familiar?

So what's the solution, other than installing flaps or shutting down the engine? The slip!

The sideslip, or slip, has been used by pilots for a long time to slow down or descend rapidly without accelerating. Both maneuvers require extra drag - which the slip provides.

Slipping is a matter of using

the rudder to fly the plane somewhat sideways, in an unbalanced flight condition, greatly increasing the air resistance (drag).

Practice this at altitude first - just start easing in some rudder and use aileron to keep the wings level. Acrobatic and pattern planes will require little or no aileron correction. High wing planes with lots of dihedral will require a lot of aileron correction (opposite the rudder) to maintain level wings.

You'll find that by slipping, you can descend much more

rapidly without picking up speed.

One note of caution - most planes have a slightly higher stall speed in a slip, so don't do it when you're *really* slow. Ease out of the slip before flaring and landing.

Try it! If you're not used to using your rudder, it's time you started!

Flight Feathers ~ Dec. -93

Credit:

Propwash
Spring River R/C Club
Carl Junction, MO 64834

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CA Accelerator

Accelerator is great stuff to use with CA glues but baking soda is cheaper and (as an added bonus) reinforces the joint as well.

Just brush some on or put it on before you hit the parts with CA. It sets up instantly.

And one box will last you for years! try it!

Flight Feathers ~ Dec. -93

Credit:

Flypaper
Flying Electrons R/C Club
West Allis, WI 53214

Editor's Note: As anyone who has worked with CA can attest, it is a very caustic chemical with fumes that etch most materials. Handle and store CA according to manufacturer's recommendations.

Link for MSDS Info:

www.adhesive.com/MSDS

The OWLS Nest Gallery



Almost obsolete frequency pins



Art Miller performing a pre-flight check

Art's Playmate bi-plane



Got Photos?

Catch me at a meeting or
send a copy to:

keukadiver@gmail.com

KennyWorld R/C Field

CR 464 west of SR 41
17150 SE 60th Street
Morrison, FL 32668
352-528-3744

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We're on the Web!  
Onewinglowsquadron.org

## More Loose Feathers

### Meeting Date & Time Change

In an attempt to accommodate more members, the membership approved changing the club's meeting date and time to the **first** Saturday of the month at **1:00 pm** beginning with the July 2014 meeting.

Just a reminder that the May meeting is still on the second Saturday (May 10<sup>th</sup>) at 1:00 pm and the June meeting has been cancelled.

**Give a  
Hoot!**  
**Come to  
our  
meetings!**



© William Winters

## The Quad(rant) ...from the Editor's Desk

OK I've had more than my share of mishaps with helicopters over the years. In the '80s I built an American Mantis helicopter, which didn't come with a gyro. Yeah, that flew well NOT! Sold it to a sucker or er, I mean a friend. Bought a different one years later and sold that before it crashed.

Fast forward a couple decades I got an E-sky not too long ago, which flew like an owl that drank a little too much elderberry wine or maybe I drank too much either way I managed to burn up the ESC and Jerry Flick kindly took it off my hands. Good luck, Jerry.

Now I see all kinds of quadcopters out there growing in popularity and guaranteed to fly all by themselves or sort of. (Even Model Aviation has articles devoted to them.)

But back to my point so my 11 y.o. grandson buys a QS1 with his b-day money, and, being the grand grandfather that I am, I figure I'd help him with the basics. So I test flew it a couple times, showing him what the controls do telling him

that my erratic maneuvers are normal for any beginner and, don't worry about that hard landing, this thing looks like it can take it.

I warily turn over the TX to him and shoot he takes off like he was born with a radio in his hands. In just a couple of days, he's doing loops and rolls even flying it under their RV. (Maybe all those hours on computer games just might have paid off.) But I digress

So, I bought a Blade mQX for myself at Jack's Hobby, and I got to tell ya it's a hoot -- indoors or out, even in a little wind. No, it doesn't fly itself, but even I manage to keep it rotor side up well, most of the time.

Oh, and don't worry, Honey, I'd touch up those nicks on the furniture tomorrow.

