

Flite Lines

[Official Newsletter of the Manitowoc Flyers - AMA charter 1008](#)
[Address reply to: 1218 New York Avenue, Manitowoc Wisconsin](#)
54220, [EMAIL vhickel41@yahoo.com](mailto:vhickel41@yahoo.com)



**Next Meeting is Tuesday
March 21st 7:30 PM
MM Lunch, Two Rivers**

Note From Prez:

Well I guess I'll have to talk about our indoor flying, since the outdoor flying season has not begun yet. It seems as if we had a good turn out again this year, which means we should really think of keeping this up every year, and maybe we can get more people involved. This year there was a bigger crowd even than last maybe we could even get a few more women spectators to keep Jill, Kim and Vince's daughters company. Than they would not be the only ones watching Cody get the guys planes out of the bleachers, basketball backboards, basketball nets, and so on. I think we have lost count (Vince) on the amount of props we have gone through. You can even ask Bill Kvindlog how well business has gone, he's sold everything from props, to motors, to whole airplanes. Whatever you need Bill will hand deliver on Wednesday nights at the gym.

So not only did we get a chance to keep our fingers limber for flying we were able to keep in touch and talk about our favorite hobby.

President Lloyd Federer

From the Middle Point RC Flyers, Murfreesboro TN

Windy Weather Flying

by Clay Ramskill

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected

by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet

you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"



Contact by phone or EMAIL

2006 Officers

PRESIDENT

Lloyd Federer 755-4651

lfederer@charter.net

VICE-PRESIDENT

Eric Cayemberg 684-099

stanseims@yahoo.com

INSTRUCTORS

Don Meneau 794-7847

drmeno@isol.net

Lloyd Federer 755-4651

kfederer@excel.net

Vince Hickel 683-2179

vhickel41@yahoo.com

Manitwo Flyers Schedule

SPRING FLING RC AIR SHOW: Manitowoc airport.

April 22nd. 8:00am to 5:00pm Help is needed.

Contact Tom Curelli, (920)682-4316, tcfamy@charter.net

Eric Cayemberg, (920) 684-0991, stanseims@yahoo.com

March: Dues are Due! Low price of \$50.00 per year.

March Meeting: March 21st, 7:30 pm MM Lunch Two Rivers

Manitowoc AIRPORT DAYS

Saturday and Sunday June 3-4. We are not participating as a club but always a good time.

April Meeting: April 18th, 7:30 pm MM Lunch Two Rivers

**Much support is needed for new field development. Contact
Low Stevens 755-2120 for times and functions.**

Vince Hickel
1218 New York Avenue
Manitowoc, WI 54220

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