

s.w.a.r.m.s.

South West Associated Radio Modelers Society

## Propwash

*April 2013*

### *From the President*



The field has had a lot of use in the last month with the IMAC competition and the Easter electric weekend and thanks to the members and non members helping with the canteen, cooking, preparations of the field and the cleaning.

With a special thanks to Scott and DL Engines for providing the food for the IMAC event.

The club attended the Bunbury Flying Club open day on the 7th with several members attending with a variety of planes to make up a static display that was appreciated by the general public who attended.

A meeting was held at the Australind High School as a follow up and information session relating to the progress on the implementation of an Aviation Program at the school, it looks like there is a pretty good future for this program.

In May after the school holidays a more indepth meeting will be held and details of SWARMS involvement in the program will be discussed in more detail.



### *Dates to Remember*

### *From the Editor:*

Welcome to the April edition of the club news letter, early in the month it was not all that pleasant for flying with constant winds buffeting the field on a regular basis, mainly Sundays, but it certainly has improved now.

A lot has occurred since the last edition of Propwash, the IMAC competition has been and gone also the Electric Funfly which turned out to be pleasurable for those who attended and we participated in a static display at the Bunbury Flying Club open day

I have completed a Pilot Profile in this edition, me, and will be requesting a member to do one of these for the ongoing edition of the Propwash. This enables us to learn a bit more about our members so I will be talking to you for your input through out the year.

We were all saddened to hear of Dennis Greens recent misfortune with his health issue and the good news is that the operation was successful I am sure you all wish him a speedy recovery and look forward to seeing him and Brenda back at the field in the near future.

### **Remember !!**

All items / photos can be Emailed to me when ever they occur so they can be included in the next edition of the newsletter.

Address, ronwaller@bigpond.com

**IMAC Weekend Competition**

The IMAC Competition round one for 2013 commenced at the SWARMS flying field over the weekend of 15th / 16th and 17th March, Friday being allocated as a practice day for some.

One enthusiastic flyer arrived to get some practice in on Thursday 14th, however, he failed to bring his floats as the heaven opened up causing a considerable amount of water to fall on the field during the day.

The Saturday competition provided the pilots with some very strong and gusty winds but this did not deter them from competing however it certainly tested their skills.

Fifteen pilots from Perth region and as far as Kalgoolie enjoyed the weekends competition and the fellowship that is always present at these events.

Sunday was a more pleasant day with steady winds that were consistent through out the day which made the competition more even with some very close scores accumulated at the end of the days flying.

Breakfast was prepared by the SWARMS members each morning with all the food for the weekend being donated by DLE engines, thanks to Scott and Jackie, the pilots appreciated the quality of the food and of course the high standard that the chefs maintained as they rolled out the gourmet breakfast for all to participate in.

With a full stomach it was time for the pilots meeting and then to get the planes into the sky and do every thing in their power to accumulate the highest points score within their class to take out the trophy.

On both days SWARMS members catered for lunch, ensuring that all the pilots were fed ready for the afternoon competition. The competition seemed to be held in a pretty relaxed environment and if there was any pressure on it certainly did not show. There were only a few minor mishaps during the weekend both certainly nothing terminal, the comp ran very smoothly with plane activity in the air at all times.

Unfortunately this type of competition is not all that exciting for the general public to view, however, there were a few who attended on and off during the weekend and enjoyed what they seen and were certainly impressed with the presentation and sizes of the planes.

At the end of the day on Sunday the pilots expressed their gratitude to the SWARMS club for their hospitality.

*Breakfast devoured now it's down to business, the pilots brief prior to commencement of flying.*



*Some of the planes that took part in the competition displayed on the next couple of pages.*





There were a variety of makes and models that competed over the weekend, pictured here are just a few of them parked around the pit area waiting their turn to compete. You can see that I am only an amateur reporter as I obtained no names of the owner/pilots with this report. When reading this news letter they will know which plane is theirs



*Police arrested two kids yesterday, one for drinking battery acid, the other was eating fireworks  
They charged one and let the other one off !!*

*The nerve centre was operated by Peter Brien, his roll as well as compete in the event was to enter the scores into the computer and press the "RIGHT" button to get the computer to then decide the winner.*



*These two planes may look like twins on the ground but this are entirely different in the air. No love lost up there.*



*Getting things organized for the photo shoot at the completion of the days competition.*



*The verdict is given, the announcement they had all been waiting for, and the winner is !!*



*The finale at the end of the competition, planes and pilots line up for the traditional group photo.*



### **“STOP PRESS”**

Once again I write an article on the solar fridge located in the clubrooms at the field.

The fridge was installed to benefit the club members by providing cool drinks etc using the power from the sun and it works very well in achieving this goal, however, we continually find that the controls have been tampered with and this is no longer acceptable.

If you want something from the fridge open the door take it out close the door and enjoy it

**“DO NOT TAMPER WITH THE CONTROLS”**

Every time someone tampers with the controls in costs the club money, “your money”, due to lost produce within the freezer, this has happened on numerous occasions and for the canteen to remain as a viable proposition this practice has to cease or members will miss out on the service that is provided at the field.

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*Maybe this would come in handy during the field upgrade, they are very economical to run.*



**\*\* Two fat blokes in a pub, one says “Your round” the second one replies, “so are you, you fat Bastard.”**

**\*\* A man goes into a doctor and says I have hurt my arm in several places.**

**The doctor said, “Well don’t go there anymore”**

*An old woman was asked, At your ripe age, what would you prefer to get,*

*Parkinson's or Alzheimer's?"*

*The wise lady answered,*

*Definitely Parkinson's ~*

*Better to spill half my wine than to forget where I keep the bottle."*

\*\*\*\*\*

*I much rather prefer my style of flying ! Approach may have been good but it does not look like we are heading for a good landing here.*



*Ireland’s worst air disaster occurred early today when a two seater Cessna plane crashed into a cemetery.*

*Irish search and rescue workers have recovered 2826 bodies so far and expect that number to rise as digging continues into the night.*



**As you waste your breath complaining about life someone out there is breathing their last. Appreciate what you have. Be thankful and stop complaining . Live more , complain less . Have more smiles , less stress .**

Tiger Airlines visited the field today, Sunday 10th March, in the form of Troy's Tamecat covered in "Tiger" colours. Troy had just completed a project where he scratch built this plane after a disastrous ending to a similar plane though be it was an ARF model.



After giving him a hand to set the model up on the bench in readiness for it's initial test flight it was taken to the starting line to fire up the motor. Motor tuned and ready to go we waited a while for the flight line to be cleared for the test flight.

At this stage I noticed Troy handing the radio in my direction so I took a few paces back to ensure that he maintained control. This was the big moment for him, from a paper plan to a bunch of sticks glued together covered in tiger colours and now for "him" to see if it would fly.

The take off was good, however, as the plane gained a bit of height it did a violent turn to the left and came back over the flight line with Troy wrestling with the radio. I was working like a GPS saying go right go up level the wings and the commands just went on. Troy was able to level out and gain a bit more height as I worked on the trims of the radio to get the plane in level flight.

After a few hair raising moments the plane was flying straight and level but I am sure that Troy felt the pressure was still on him to keep it up there as long as practical. We then discussed landing and again he indicated for me to take control and land but my arms were not long enough to reach the radio so it was up to Troy to bring it back to earth.

Final circuit was looking good, base leg approach on target over the runway marker, throttle back and let her come down. As he flared for touch down the plane commenced a climb due to the wind and large wing area but he put it down without any trouble on target. (The runway)

This was a great outcome as Troy has only been flying for a short period of time and now he knows what it feels like to actually build a plane from scratch over a period of time and to successfully test fly your own plane.

Whilst setting up he did indicate that he was looking forward to building a plane that would fly, well here you have one, and it certainly is a feeling of satisfaction and elation once the nerves settle down after the flight.

*It was not possible to get the smile off Troy's face after the flight. "You did it !!"*



*Eddie was so excited that he wanted to be part of the celebration also.*



*Looks much better than the last model Troy !*



*Easter Weekend Electric Flyin**Reported by Brady Goff*

The forecast for the weekend was for a westerly at about 10 to 15 knots. The temperature was an ideal 25 degrees and sunny. Our guests started arriving on the Thursday and by Saturday all who were traveling from the metro area had arrived and were settling in at the now renowned camp site at the SWARMS field.

Early Saturday morning saw a couple of our campers trying out a powered glider. All seemed to be going well until the controls were handed over to an enthusiastic learner pilot. The combination of an eastern sunrise and some inexperience saw the glider pick up full speed and "land" nose first between the two pilots.

Unfortunately the glider was not going to fly again that weekend. I still have the vision in my head where I see the two pilots jump out of the flight path of the full powered aircraft.

At that moment I knew that the SWARMS field was going to see an action packed weekend of electric flying.

During the course of the morning aircraft of all shapes and sizes were making it to the runway. Adrian's diamond formation Red Arrows were assembled with the crowd waiting in anticipation to watch it fly once again around the SWARMS field. The ramp was put in place and the Arrows placed carefully atop ready for control surface testing and take off.

All was in place. Adrian at the controls and his off-sider, John hanging on to the tail so it didn't get away prematurely. Power on, let go!!! Away she went.

Later, after picking up the pieces, Adrian explained that he had not put enough elevator in and the plane ended up creasing the runway.

She wasn't going to fly this weekend. Adrian said that it is repairable and we will see her fly again.

Ian Humphreyson arrived with his brand new electric powered PC 21. A beautiful plane with all the fruit. After much checking and rechecking the plane taxied out to the runway. Control surfaces were checked and the plane was positioned into the wind. Full power.

The PC 21 zoomed along the runway, lifting off feet from the end of the strip. An awesome sight. Retracts up. Everyone at the field was watching Ian put the plane through its paces. Loops, rolls and low passes. Not bad for a maiden flight. After a fantastic demonstration of flying it was time to bring her in. Retracts down.

The PC 21 turned on its final and lined up perfectly with the runway. Flaps down. If you didn't know better you would have thought it was landing at Pierce Airbase. A perfect landing. The onlookers were suitably impressed. No wonder we love this hobby. With planes like this, how could you not.

Lunch that day consisted of Troy's famous hamburgers. It didn't take long for the bar-b-que to be emptied with all attendees grabbing a burger. There was to be no siesta however and the flying continued throughout the afternoon.

SWARMS President Grahame entertained the crowd with his brand new, yet to be flown Zlin. Beautiful in the air but a real bugger to land. I have to admit, it's a sturdy plane. Not many models could handle the cartwheels and 22 point landings that this plane endured, and, fly again.

One of our guests, John was flying his glider that I believe he brought all the way from England with him. I saw

him flying and thought to myself that it was up pretty high but looked great.

He had found a thermal and was taking full advantage. After turning away and plugging in a LiPo ready for my next flight I looked up and saw John walking into the pits. I thought wow, he got that down quick. I later found out that he saw two geese flying by and lost sight of his glider.

It flew off into the distance and was thought to be lost for ever. As luck would have it, Ian Clapp found it the following day in one of his paddocks and reunited it with John. It apparently had some nose damage where it touched down but the rest of it was in tact. Probably will fly again but he will need watch out for them geese.

Adrian had an eventful day. It didn't take him long to get his foam glider out with the tow release. I had my nitro Super Stunts on hand to pull any willing glider into the air. Adrian was at the front of the line. With Danny's tow line the two were connected and placed at the end of the east west runway, ready for take off. Acceleration was perfect.

The glider lifted off as gracefully as a sea eagle. It didn't take long before the two aircraft were high above the field. The trouble with flying into the sun is that you can lose sight of your aircraft. Unfortunately that's what happened to Adrian's glider and as much as he tried to prevent it, the plane started to do large rolls behind the Super Stunts, in and out of the setting sun.

I decided that it was probably safer to release Adrian rather than to see his wings torn off and have him lose another plane that day. Adrian had the same idea and released at about the same time.

Both aircraft landed safely and it was realized that there was probably too much thrust in the OS 61 2 stroke powered Super Stunts for the foam glider to cope with.

Moments later Danny attached his larger 2.6metre fiberglass fused Discus to the Super Stunts and was towed up and released without incident.

Unfortunately, thermals were few and far between and the glider touched down minutes after the tow plane.

The days flying was drawing to a close. The bar-b-que was once again arced up and sausages and chops were sizzling on the hot plate. It didn't take long before everyone was chowing down.

Woody and Marge, John, Ian Clapp and Ray Anderson and his wife brought along a fantastic array of deserts and I would be lying if I said I didn't have my fair share. In fact I probably should have stopped after my second helping but with no one there to tell me not to, I finished off my third helping with gusto.

After reminiscing about the day's events the crowd began to dwindle. Some headed off to their home and others to their campervans and tents in the camping area.

The night was still young and the night sky was beautiful and clear. Several diehards, myself included, Danny and his betrothed Cath and one of our guests Chris decided that the two bottles of bourbon sitting on the table should not be left unattended. It was our civic duty to make sure they were not left alone or placed in any peril.

No matter how hard we tried the bottles emptied before our eyes. Chris had his 4 wheel drive remote control buggy doing burnouts in the car park.

We all had a turn but no matter how hard we tried we could not get it off the ground (I don't think there was enough wing area or its propeller was broken but I couldn't be sure).

Anyway, after the other 6 buggies arrived I thought it was time to hit the sack and the generator was switched off and the sack was hit.

The following morning arrived in milliseconds and the sun was shining into the back of my van with the force of a thousand floodlights. Time to put the kettle (and my sunnies) on.

Like an angel from heaven Humphro arrived with bacon and eggs and preceeded to cook them on the well used barbie. With a full belly and several (5 actually) cups of coffee it was time to put a plane in the air.

The powered Discus flew up into the morning sky and when the power was cut it gracefully explored the sky above the field with what appeared to be no effort at all. It didn't take long before more pilots started emerging and the early morning sky was a fantastic backdrop for the silent electrics that took to it.

The weekend saw an A 320 Airbus doing rolls and loops, B 25 Mitchell doing low fly by's and a brilliant scale flying display of Ray Anderson's BAE Hawk trainer.

Although the attendance wasn't huge all those who made it had a good time with plenty of time in the air.

The crowd began to thin after lunch but there was still plenty of flying to be had. Anthony's super powered glider zipped across the sky and Grahame's Zlin took more punishment on landing but he would not give up and tried numerous configurations to get the plane to behave itself.

Humphro put his PC 21 into the air again and was looking good until he yelled out the words none of us want to hear, dead stick. At first he put the undercarriage down for the forced landing but advice from the pits to put them up was heeded and the plane was put down in the long grass north of the north-south strip just short of the fence.

Everyone was relieved to see that the damage was repairable with the motor being dislodged and the cowl breaking. It won't be long before that plane returns to the air.

At this point I would like to thank all those who turned up, flew their planes and contributed in any way to the weekend.

All who visited said that we have a great field and promised they would be back.

The weekend not only promotes our club but raises much needed funds.

Until next year, keep on flying.

*Brady.*

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*What a well presented plane, Zlin, shame it did not fly up to expectation. It is now missing its tail section and it was not from a flying incident.*



Inspection all operational



No! don't kick it Ian it flew perfectly



Control surfaces right direction



Adrian's Diamond 4 ready for take off



Clear for take off



Due to technical problems this is as high as it flew, taken just before touch down after a very short flight.



Perfect test flight completed



This is the image we saw in the sky last time the Diamond 4 visited the field



*These Irish workmen are installing cast-iron bollards to stop people from parking on the pavement outside the Royal Hospital in Belfast. They are cleaning up at the end of the day.*

*Can you spot why they're not going home ??*



*Paddy met Mick in the street and Mick said:  
'Paddy will you draw your bedroom curtains before making love to your wife in the future ?.'  
'Why?' Paddy asked.  
'Because' said Mick 'all the street was laughing when they saw you making love yesterday'  
Mick said. 'Silly buggers ! - the laughs on them. I wasn't home yesterday. !!'*

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*Guy went to a doctor's. "Doc, I've got a cricket ball stuck up my bottom".*

*"How's that ?"*

*"Oh, now don't you start.*

#####

While you wake up today,  
someone is taking their  
last breath. Thank God  
for another day.  
Don't waste it.

*This may well have commenced it's life as an ARF aircraft, however, it in now an ARB aircraft. (Almost Ready to Bin)*

*You may have witnessed Grahame enjoying his flying with this plane over the field on numerous occasions, if you were not at the field on Saturday 23rd March you may have missed it flying for the last time.*



*One day, a man came home and was greeted by his wife dressed in a very sexy nightie. Tie me up, 'she purred, ' and you can do anything you want."*

*So he tied her up and went flying.*

??????????????????

**For Sale !!**

Herr Little Extra, light wood construction, fast little plane, very nimble sports flyer, but is also quite stable at slow speeds, comes with genuine top of the range OS 15 CV-A motor, has some spares, and roles of genuine covering, has digital radio receiver. You will need own R/Spektrum transmitter . (\$120 ono)

Please call Daniel 0433 144 660



***Bunbury Flying Club Open Day***

Sunday the 7th April the club was invited to put on a static display at the Bunbury Flying Club open day, after several emails and personal calls we were able to get enough interest to participate. Thank you to Grahame, Ian, Anthony, John and Ron who represented the club on the day and the general public really appreciated the planes that were displayed on the day.

Anthony's big cub drew a lot of interest as did Grahame's Sopwith Pup, we had a total of 14 planes and one helicopter there for inspection.

*The Cub in all it's glory taking centre stage, it dwarfs the other models on display*



*Some of the other models displayed on the day.*



*A man recovering in hospital after a serious accident, shouted, "Doctor Doctor I can't feel my legs". The Doctor replied, "I know, I've cut off your hands".*

*I went to buy some camouflage trousers the other day --- but I could not find any*

*Some of the official representation from SWARMS performing one of the tasks they were required to do on the day, talking.*



*The models silhouetted by the bright sun through the external door of the hanger.*



*Here we are again, the boys from SWARMS talking. Can't see them soliciting any new members at this stage of the day.*



Pilot Profile

**Name:** Ron Waller  
**Occupation:** Semi retired now, casual First Aid Trainer.  
**Age:** 21+  
**Most Expensive Crash:** Pattern plane, total write off only salvaged radio gear.  
**Largest Model Owned:** Cessna 182

**\*When did you commence model building / flying ?**

1994 commenced my first scratch built model whilst learning to fly, those days your trainer handed you the radio when he set the plane up. No buddy systems available then.

**\*Why did you commence model building / flying ?**

I was heavily involved with the ambulance being on call almost 24 hours a day so was looking for a bit of relaxation only to find that flying was only a different type of stress.

**\*What has been your most memorable moment in the sport ?**

Becoming a Trainer and seeing the enjoyment on trainee pilots faces when they go solo.

**What modeling moment would you most like to forget ?**

Being test pilot for Troy Lucy.

**\*How tidy is your workshop ?**

Very well organized and tidy, a place for every thing and every thing in it's place always.

**\*What most inspires you about the hobby ?**

The number of different range and variety of models that are out there ready to be built and flown. If only the workshop was bigger. The friendships developed over the years with other flyers who share the same interest and passion.

**\*What is the best lesson life has taught you ?**

That it is all too short and to enjoy every minute of it, don't put off till tomorrow what you can do today for tomorrow you may not be here, so get out there and fly.

**\*How would you fill in your spare time if you were not able to fly R/C models ?**

Sitting in my wheelchair bird watching in the city malls.

**\*What makes you angry ?**

People's Non Compliance with rules and regulations, ie: talking on mobile phone whilst driving, drink driving, and speeding which can all results in fatalities.

**\*What makes you happy ?**

Sharing time with my family and in particular my grand kids, hooking up the trailer on Sunday morning and heading to the flying field.

**\*What keeps you awake at night ?**

Strong winds and rain the evening before going flying.

**\*If you won the lottery what is the very first thing you would buy ?**

A "cappuccino" and then sit back sip it and contemplate on how I would go about setting up my own flying field.

**\*How would you like to be remembered ?**

As a person who is compassionate about our sport and life in general, considerate and caring and had contributed to the betterment of our society by my involvement.

**\*What do you fly when you want to relax ?**

Tiger 60, old faithful.

**\*What is the most challenging model you have ever flown ? Why ?**

My first flight of a helicopter, it just did not want to do what I commanded on the sticks and as a result terminal damage. Bit better now.

**\*Finish this sentence: It never ceases to amaze me..**

How relatively cheap it is to get into and remain in model aircraft flying with the wide variety of options that are now available at reasonable prices ie: (Hobby King).

#####

*Man goes to the doctor and says, "Doc I can't stop singing The Green, Green Grass of Home"*

*The Doc looks at him and says " That sounds like the Tom Jones Syndrome"*

*"Is that common Doc"*

*"Well, it's not unusual"*

*You know that someone actually complemented me on my driving today. They left a note on the windscreen, it said, Parking Fine.*

*I thought that was so nice of them.*

*Things may seem a little different down the lens of a camera, if only he could see the "BIG" picture !*



*Maybe I should have ejected earlier !*



*I hope that you all had a relaxing safe Easter, I certainly did, these photos were taken whilst sitting outside my accommodation on Sunday evening as the sun sank in the west. The days were really good also, however, I did miss my flying but hopefully I will catch up on a few more hours in the air now that I am back..*



**I was in a bar the other night and overheard three very hefty women talking. Their accent appeared to be Scottish, so I approached and asked, "Hello, ladies are you three lassies from Scotland ?" One of them angrily screeched, "It's Wales, you bloody idiot, Wales!" So I apologized and replied, "I am so sorry. Are you three whales from Scotland ?" And that's the last thing I remember.**

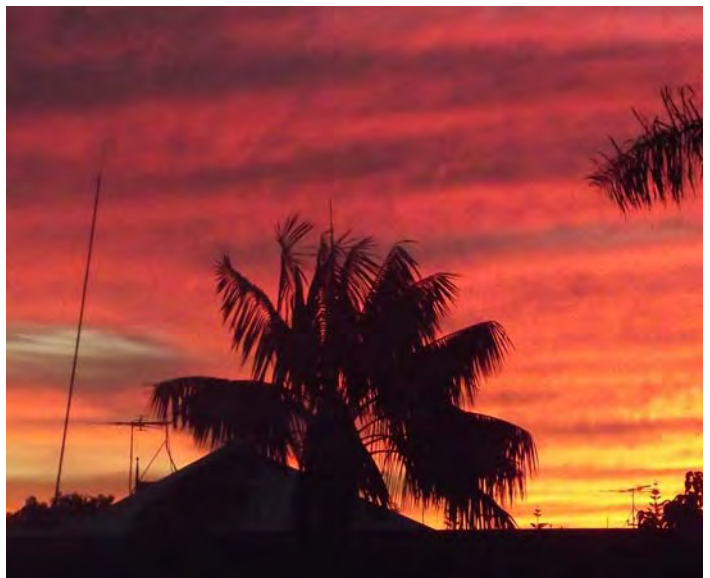
*A man takes his Rottweiler to the Vet. "My dog is cross eyed, is there anything you can do for him ?"*

*"Well", says the Vet "Lets have a look at him" and he lifts the dog up and examines his eyes, then he checks his teeth. Finally he says "I'm going to have to put him down".*

*"What !! - because he's cross eyed?"*

*"No, because he is really, really heavy"*

\*\*\*\*\*



*Learning How To Master Turns & Level Flight (cont)*

As the student progress further in this step, we stress the importance of maintaining the bank angle with aileron control throughout the turn, especially if they're flying a very self correcting trainer plane with a flat bottom wing and a lot of dihedral. We have them practice this by making full 360 degree turns.

They then are required to fly the plane in a full gradual circle. Even a plane that is not very self correcting will require minor adjustments of aileron to maintain the correct bank angle. Once they master the 360 turn in one direction, we have them practice it in the other. Also, once they can perform one 360 degree turn, we have them continue the turn several times, making several 360 degree turns consecutively. This practice forces the beginner to maintain a gradual turn for a long period of time.

Finally, we have them concentrate on exiting the turn by applying opposite aileron until the plane is flying level again. The most common problem here is that the beginner forgets which way the plane is turning and they attempt to straighten by applying the wrong aileron direction to exit. This, of course, sends the plane into an even sharper turn.

As the instructor, we must be prepared for this mistake every time the beginner ends a turn! The lower to the ground the airplane is, the more important it is that we be ready.

There are several things we do to help the student with this problem. One way (that many experienced fliers do not like) is to have the student physically turn with the plane. If they are facing the same direction as the airplane, it will be easier to determine which way to exit the turn. Another way is to have the student keep saying (out loud) which way they are turning throughout the turn. They will then know which way to exit the turn.

Another common problem for beginners exiting turns is they continue to hold the up elevator too long. This of course, will make the airplane climb at the end of the turn, and possibly cause a stall. They must practice until they can exit the turn at the same vertical attitude as entered.

We watch out for two more things. First, since we are teaching turns in a step-by-step manner, we must be sure the beginner is not simply mimicking the stick movements you ask for. They must truly understand the turning process.

By forcing them to make turns in both directions and in several different positions in the sky, and by keeping quiet and making them turn by themselves (after you think they understand), we should be able to confirm whether the beginner truly understands turning.

Second, beginners tend to turn much to severely. They bank hard, pull in a lot of up, and level out quickly. While their turns may look rather well, we must force them to turn gradually. When they turn so radically, it will be difficult (if not impossible) for them to come out of the turn on a predictable heading, which will be very important in step two to flying.

If the beginner is having problems, we point out that turning gradually is the most difficult way to turn. Though they must master gradual turns, once they do, they can look forward to learning the split-S and Imillman turns, which are much easier turns to perform.

Right and left right from the very start, to be sure that the student practices left and right turns equally. With no intervention from you, most students will fall into the habit of making turns in only one direction. It has been my experience that beginners tend to favor left turns. We force them to practice turns in both directions.

Most beginners find it more difficult to make right turns. They may complain that the wingtip drops more quickly and more severely (along with the nose of the plane) when making right turns. They also complain that the plane tends to fall further into the turn while holding the turn with up elevator.

This is related to how much engine thrust the plane has (possibly too much right thrust). Though some of this tendency can be removed by removing some right thrust, it also makes an excellent time to stress how small corrections must be made with ailerons during each turn. It also makes a good time to have them practice full 360 degree turns in both directions.

We explain about planes that don't have ailerons? Though you don't see them as much any more, there are trainer planes that have only rudder, elevator, and throttle. Believe it or not

As you apply rudder, the wingtip will still drop. You still hold the turn with up elevator. And you still exit by applying the opposite rudder. You will notice, however, that the nose of rudder controlled airplanes tends to drop more severely in turns.



*Catch you when we fly into the next edition*