



## Propwash

*March 2018*

*From the President*



With the end of the financial year drawing closer it should mean one of two things, you are about to try and convince the tax department that you have done the right thing over the past 12 months, or you are considering taking on a roll on the SWARMS committee for 2018/19.

Yes, the AGM is fast approaching and all committee positions will be declared vacant in June so here is an opportunity for members to take on an executive roll in the running of the club, time to think about who will help us into the future.

The Fun Flyin has always been scheduled for the long weekend in September and there has been a lot of success with this event previously, however, over the past couple of years the weather has played havoc leading into and during the weekend. Last year the event had to be cancelled which is the first time in 13 years that I have been involved this was necessary due to the very unsettled weather.

Discussions around the pits has indicated that we may need to consider a change in the date for this event to be a success in the future, however, this is an event that many pilots plan their long weekend activities around and put it into their calendar each year and look forward to attending. Changing the date would still not give assurance that the weather would be as good on the weekend that was selected, keeping in mind it would not be on a long weekend which makes it more convenient for pilots to travel to and from the event.

These discussions will continue as to the best options available to us and I am sure the right decision will be made.

Welcome to our new members, Keith Merry, Terry McNab, Terry Allan, we hope that you enjoy your time with SWARMS and hope it leads into a long term relationship with the club, enjoy your experience in the sky.

Note change of date, general meeting is now scheduled to be conducted at the flying field on Sunday **15th April** at 10 am, main agenda items for discussion Anzac Day fly in breakfast/lunch, Annual General meeting date, SWARMS 2018 Funfly preparation and field improvements. Please place this date in your diary and make every effort to attend to ensure you have a positive involvement with the running of club into the future.

The Anzac day tribute flyin will be held on Wednesday 25th April, this will take the form of a breakfast/lunch yet to be decided if you have a war bird here is an opportunity to fly it or them on this day to mark this special occasion.

A "BIG" thank you those who participated in the Boyanup Heritage Railway Museum "Model Mania" theme day, we had a great display with a wide variety of aircraft which raised a lot of discussion amongst those visitors who filed through during the day.

These events are a good opportunity to explain to the general public what SWARMS is all about and how to become involved in model aircraft building and flying and hopefully we will get some new members as a result, your contribution was greatly appreciated.

The members of the railway museum committee expressed their appreciation of our involvement and were very grateful for our contribution to a successful event.

***Did you know that from years of research that has been undertaken in Universities around the world into life in general they have come up with this amazing analogy:***

***With life there is a 100% chance of death.***

Our resident large plane builder is working on another project "What" yes, Woodies is well advanced with his latest project which is a Convair B36 Peacemaker.

I had the privilege of reviewing the progress to date and discussing the build with Woody and I was very impressed with the size and quality of the build.



It will be fitted with 6 x 10cc petrol motors rear mounted with pusher props.

Wing span stretching: 3 metres 100

Fuselage length: 3 metres

Will be fitted with 20 servos

Estimated completion weight around 20 Kg

The construction build time to date has been estimated over 6 months and a lot of hours have gone into the project during that time.

A series of photos here indicate the actual progress of the build and size of the plane where many hours of work in the shed have been put into it the build to get to this stage, like all these big builds there is a considerable lag time from commencement of construction to getting to the completed product.

The proof of the build is in the flying and if the previous large model constructions carried out by Woody, 4 in total, is anything to go on this will also be a satisfying outcome.

The original design was for the plane to be fitted with 6 conventional motors and 4 jet engines, known as 6 turning and 4 burning. The jet engines were located toward the wing tips outside the line of the pusher motors with 2 positioned on each side.



*The original plane in all its glory situated on the ground, it shows its size in comparison to the car positioned under the jet engines on the starboard wing. Wingspan: 230 ft, Length: 163 ft, Max range: 10.000 miles, early test flight speed 230 mph.*

*Fuselage front on with wing stubs and two motor mounts attached.*



*Tail plane and fin attached and the fibreglass covering completed on the fuselage ready for painting.*



*A series of photos from a variety of angles detailing the progress of the build to date.*



*It looks very impressive with its long slender fuselage extending 13 metres from nose to tail can only imagine what it will look and sound like with the 6 10cc motors on tune in the air.*

*As you can see a lot of the big work has been done, however, it is the next phase that takes the time with all the fiddly bits to complete. Fitting the motors x 6, cowls, 20 servos, heaps of wiring and undercarriage.*

*Watch this space for further updates on the progress of the build.*

Boomerang 60 modified to take the RCGF 10cc petrol engine for the purpose of running in the 6 motors in preparation for their installation into the B36 when it is completed.



Troy has completed one of his New Year Resolutions by giving mean article to the newsletter !!

**Here we go.**

Summer is nearly over and I really do hope we have some fine weather for a change, what I mean by that is LITE wind. (Yes, I know the wind is good for landing, but not 38 knot winds every Sunday.)

As I love going out to the club on Sunday and if the weather permits going for a fly, it is sometimes disheartening to turn around and go home without taking an aircraft out of the car.

So I have an idea for when the weather is too windy (this is just my idea) let's build a plane at the club. We have many skilled builders at the club and some not so good builders who would benefit from some senior knowledge.

In the club's little hobby shop we have many plans of aircraft that we could use or I have a copy at home that I would be happy to use. (Wellington Bomber) This could be a small glider, old timer or a semi larger plane.

Wood, covering and equipment could come from a range of areas;

- Donations (old and new equipment)
- A small cost from members.
- I think every modeller has something lying around the shed that could be used.

With the thought that on the windy days we could go to the club catch up and build a plane, watch it grow and then on its maiden flight have a group BBQ to celebrate our achievements OR on the other hand we could have a group BBQ to celebrate our achievement of building a plane together but unfortunately it crashed.

Like maintenance around the field, this idea would only work if more than one person is involved in this project.

What are your thoughts on this proposal ??

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**Three guys stranded on a desert island find a magic lantern containing a genie, who grants them each one wish. The first guy wishes he was off the island and back home. The second guy wishes the same. The third guy says: 'I'm lonely. I wish my friends were back here.'**

**A nice old lady on a bus offers the driver some peanuts.**

**He's happy to take some.**

**He asks her after a while why she isn't having any herself**

**"Oh, young man," she says, "they're too hard on my poor teeth, I couldn't."**

**"Why did you buy them at all then?" wonders the driver**

**"You see, I just love the chocolate they're covered in"**

Thank you for your contribution Troy and for being the first to respond to my request so early in the new year.

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If anybody has a bit of time on their hands and was thinking of building a scratch built plane there are a number of plans available to choose from that you could pick free of charge, just talk to me and you can review what is available for your project.

\*\*\*\*\*

I recently converted a Boomerang 60 to take a petrol engine so we had a plane to run in the 6 RCGF 10cc motors prior to them being fitted into the B 36 that Woody is currently constructing,

After a few modifications and over coming a balance problem the plane was ready for a test flight, the motor started without to much hassle and after a few minor adjustments we were ready for take off. Very early into the first flight the motor went dead stick and a successful landing was performed.

The motor needed to have a minor rich adjustment made as it has leaned out previously, when this was completed it was back into the air and both the motor and plane performed very well and with the stiff breeze that was blowing it was possible to fly the boomerang backwards on very low revs. Something that I would not have risked with a nitro motor .

Only 5 more to run in.

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**A man was feeling lonely, so after much contemplation, he posted an ad on a popular website.**

**The ad said, simply: "Wife wanted."**

**He was surprised the next morning to find he had over a hundred replies in his inbox.**

**Unfortunately, they all said the same thing:**

**"You can have mine."**

It is satisfying when you enter the shed with a heap of plane parts (most of which were not in good condition) and after several hours / days come out with a couple of refurbished model.

The red and white one was picked up in pieces by Dennis Milligan, free to a good home, whilst he was in Perth purchasing his new electric cub, someone had attempted to construct it, however, there was epoxy over most of the surfaces to be assembled but had not been fitted and a section of the wing extensively damaged.

It has been test flown and has performed very well.



This other ARF model was purchased by Bill Darnell in 1991 whilst on a trip to China and had never been built, it had been stored safely in a sea container but it had been subjected to a considerable amount of water over the years and the balsa had deteriorated to a soft powder under the covering.

This was stripped back and a total rebuild of all the balsa was required to get it to this stage, it has had two flights but were experiencing some motor problem and the dead stick landings caused some of the deteriorated ply formers around the wing mounts to come apart this has been repaired and the motor tuned.

I am not going to say “What’s next in the shed” because I know what will happen.



*School is back in and here are a few early quotes from class room:*

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

*Teacher: Billy how old is your father?*

*Billy: He is six.*

*Teacher: What? How is that possible?*

*Billy: He became my father when I was born.*

\*\*\*\*\*

*Teacher: Maria, go to the map and find North America.*

*Maria: Here*

*Teacher: Correct, now class who discovered North America?*

*Class: Maria*

\*\*\*\*\*

*Teacher: Glenn, how do you spell crocodile?*

*Glenn: K-R-O-K-O-D-I-L*

*Teacher: No, that is wrong.*

*Glenn: Maybe it is wrong but you asked me to spell it.*

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*Teacher: Donald, what is the chemical formula for water?*

*Donald: H I J K L M N O*

*Teacher: What are you talking about?*

*Donald: Yesterday you said it is H to O.*

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*Teacher: Clyde, your composition on “My Dog” is exactly the same as your brother’s. Did you copy his?*

*Clyde: No sir, it’s the same dog.*

\*\*\*\*\*

*Teacher: Harold, what do you call a person who keeps on talking when people are no longer interested?*

*Harold: A teacher.*

\*\*\*\*\*



Many of us in the club (Not all) are between 60 and death, i.e. getting older. Here is an excellent list created for aging and I agree, I think there is some good advice in here to try to incorporate into our thinking!

**1.** It's time to use the money you saved up. Use it and enjoy it. Don't just keep it for those who may have no notion of the sacrifices you made to get it. Remember there is nothing more dangerous than a son or daughter-in-law with big ideas for your hard-earned capital. Warning: This is also a bad time for investments, even if it seems wonderful or fool-proof. They only bring problems and worries. This is a time for you to enjoy some peace and quiet.

**2.** Stop worrying about the financial situation of your children and grandchildren, and don't feel bad spending your money on yourself. You've taken care of them for many years, and you've taught them what you could. You gave them an education, food, shelter and support. The responsibility is now theirs to earn their own money.

**3.** Keep a healthy life, without great physical effort. Do moderate exercise (like walking every day), eat well and get your sleep. It's easy to become sick, and it gets harder to remain healthy. That is why you need to keep yourself in good shape and be aware of your medical and physical needs. Keep in touch with your doctor, do tests even when you're feeling well. Stay informed.

**4.** Always buy the best, most beautiful items for your significant other. The key goal is to enjoy your money with your partner. One day one of you will miss the other, and the money will not provide any comfort then, enjoy it together.

**5.** Don't stress over the little things. You've already overcome so much in your life. You have good memories and bad ones, but the important thing is the present. Don't let the past drag you down and don't let the future frighten you. Feel good in the now. Small issues will soon be forgotten.

**6.** Regardless of age, always keep love alive. Love your partner, love life, love your family, love your neighbor and remember: "A man is not old as long as he has intelligence and affection."

**7.** Be proud, both inside and out. Don't stop going to your hair salon or barber, do your nails, go to the dermatologist and the dentist, keep your perfumes and creams well stocked. When you are well-maintained on the outside, it seeps in, making you feel proud and strong.

**8.** Don't lose sight of fashion trends for your age, but keep your own sense of style. There's nothing worse than an older person trying to wear the current fashion among youngsters. You've developed your own sense of what looks good on you – keep it and be proud of it. It's part of who you are.

**9.** ALWAYS stay up-to-date. Read newspapers, watch the news. Go online and read what people are saying. Make sure you have an active email account and try to use some of those social networks. You'll be surprised what old friends you'll meet. Keeping in touch with what is going on and with the people you know is important at any age.

**10.** Respect the younger generation and their opinions. They may not have the same ideals as you, but they are the future, and will take the world in their direction. Give advice, not criticism, and try to remind them that yesterday's wisdom still applies today.

**11.** Never use the phrase: "In my time." Your time is now. As long as you're alive, you are part of this time. You may have been younger, but you are still you now, having fun and enjoying life.

**12.** Some people embrace their golden years, while others become bitter and surly. Life is too short to waste your days on the latter. Spend your time with positive, cheerful people, it'll rub off on you and your days will seem that much better. Spending your time with bitter people will make you older and harder to be around.

**13.** Do not surrender to the temptation of living with your children or grandchildren (if you have a financial choice, that is). Sure, being surrounded by family sounds great, but we all need our privacy. They need theirs and you need yours. If you've lost your partner (our deepest condolences), then find a person to move in with you and help out. Even then, do so only if you feel you really need the help or do not want to live alone.

14. Don't abandon your hobbies. If you don't have any, make new ones. You can travel, hike, cook, read, dance. You can adopt a cat or a dog, grow a garden, play cards, checkers, chess, dominoes, golf. You can paint, volunteer or just collect certain items. Find something you like and spend some real time having fun with it.

15. Even if you don't feel like it, try to accept invitations. Baptisms, graduations, birthdays, weddings, conferences. Try to go. Get out of the house, meet people you haven't seen in a while, experience something new (or something old). But don't get upset when you're not invited. Some events are limited by resources, and not everyone can be hosted. The important thing is to leave the house from time to time. Go to museums, go walk through a field. Get out there.

16. Be a conversationalist. Talk less and listen more. Some people go on and on about the past, not caring if their listeners are really interested. That's a great way of reducing their desire to speak with you. Listen first and answer questions, but don't go off into long stories unless asked to. Speak in courteous tones and try not to complain or criticize too much unless you really need to. Try to accept situations as they are. Everyone is going through the same things, and people have a low tolerance for hearing complaints. Always find some good things to say as well.

17. Pain and discomfort go hand in hand with getting older. Try not to dwell on them but accept them as a part of the cycle of life we're all going through. Try to minimize them in your mind. They are not who you are, they are something that life added to you. If they become your entire focus, you lose sight of the person you used to be.

18. If you've been offended by someone – forgive them. If you've offended someone - apologize. Don't drag around resentment with you. It only serves to make you sad and bitter. It doesn't matter who was right. Someone once said: "Holding a grudge is like taking poison and expecting the other person to die." Don't take that poison. Forgive, forget and move on with your life.

19. If you have a strong belief, savour it. But don't waste your time trying to convince others. They will make their own choices no matter what you tell

them, and it will only bring you frustration. "Live your faith and set an example. Live true to your beliefs and let that memory sway them.

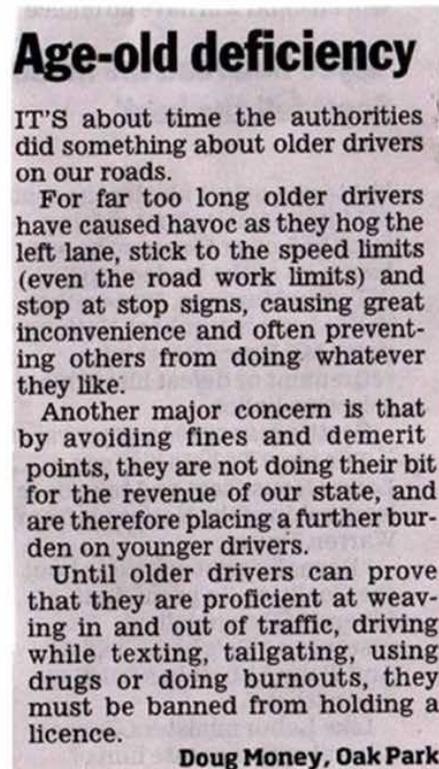
20. Laugh. Laugh A LOT. Laugh at everything. Remember, you are one of the lucky ones \* . You managed to have a life, a long one. Many never get to this age, never get to experience a full life. But you did, so what's not to laugh about? Find the humor in your situation.

21. Take no notice of what others say about you and even less notice of what they might be thinking. They'll do it anyway, and you should have pride in yourself and what you've achieved. Let them talk and don't worry. They have no idea about your history, your memories and the life you've lived so far. There's still much to be written, so get busy writing and don't waste time thinking about what others might think. Now is the time to be at rest, at peace and as happy as you can be!

**REMEMBER:** "Life is too short to drink bad wine, get a plane out and go flying.

#####

Found this newspaper clip and agree wholeheartedly with the recommendations and have made an appointment to see if I can pass, this could be exciting



We were approached by the Boyanup Historic Railway Museum to put on a static display at their "Model Mania" theme open day on Sunday 25th March from 10am until 2pm it proved to be a good publicity day for the club

*Some photos of the many planes on display*



*The three wise men having one of many coffee breaks*



*Dina Might, Woodies B29 bomber was a big draw card at the model show sitting in it's elevated position above the rest of the models creating a lot of discussion on the actual size fitted with it's four 20cc DLE engines. It was good to see the look of amazement on individual visitors faces when they were told "Yes" it does fly and very well.*



We do tend to become complacent with our flying from time to time, how many pilots do the following prior to each flight ??

**Pre-flight checks.**

Pre-flight checks are essential for any rc plane. Even obvious things can be missed if you're too eager to get the plane in the air, and such mistakes can often result in a crash.

Your airplane's instruction manual should outline the pre-flight checks needed for that specific airplane, but as a general guideline basic checks include:

- ◆ Wing and tail securely fastened,
- ◆ Prop (and spinner) secure,
- ◆ Control surfaces moving freely and correctly,
- ◆ Motor operation correct,
- ◆ Everything inside is secure (no loose components, especially battery pack),
- ◆ All servo horns and linkages secure,
- ◆ Radio control transmitter batteries OK,
- ◆ Range check.

This last one, the range check is absolutely crucial and mustn't be overlooked! The purpose of the range check is to make sure the radio signal from Tx to Rx is strong, so that you can fly your plane at a safe distance away from you without it going out of radio range.

To perform a range check with a MHz radio, switch on the transmitter and then the receiver, and collapse the antenna (i.e. put it fully down). With a 2.4GHz radio you will need to follow the manufacturers instructions for getting the Tx in to range check mode.

With your Tx prepared, walk backwards away from the airplane for 30 paces or so. As you walk away from the plane, keep moving the control surface sticks of the Tx (not the motor stick - keep this down!) and closely watch the respective control surfaces of the airplane.

If you only get a few paces away and the surfaces start 'twitching' or not responding properly to the stick movements, do not fly. Check the transmitter batteries, they may need replacing/recharging; low batteries in the rc gear drastically reduce the radio range. Also check for loose connections to the receiver etc.

If the batteries and connections are OK but the control surfaces still don't respond properly then other people may be flying model airplanes nearby on your MHz frequency. Again, do not fly if this is the case. Interference is a big killer of rc airplanes and you need to be sure that your frequency is clear before you get airborne. 2.4GHz rc systems don't suffer the same interference issues as the MHz ones.

Whatever the reason for the problems, do not fly your rc airplane if you see that control surface response becomes unreliable before you reach 30 paces or so away from the plane. Identify and rectify the problem before flying.

Remember that flying model airplanes for the first time is a nerve-racking experience, so don't be too concerned if you find your heart in your mouth and your hands getting shakey! Just keep things smooth and practice at your own pace.

With time you'll gain much confidence and will soon be able to move on to bigger and better rc airplanes and be able to fly aerobatics.

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***I asked a friend his secret to 52 years of happy marriage, and he replied: "We never go to sleep angry."***

***"That's a great idea," I replied, "I should try it too."***

***"Yes," he replied, "and the longest we've been awake so far is five days."***



***Don't forget the ANSAC day flyin with a free breakfast or lunch (yet to be decided) if you have a warbird bring it along and enjoy the day. Further details will be provided via email closer to the day.***



During a recent trip to Perth I put aside a bit of time to check out the Bull Creek Air Museum to see if they had actually met their obligations to display Roger Veen's planes as we had agreed to prior to taking them to Perth.

I explained the discussions and the conditions we had agreed to with John the manager leading into the planes being transported and that I had been assured the planes would be put on display alongside the full size DC 3 and Tiger Moth.

I requested that I be permitted to have a look at the location of the two original exhibits to see if the models were on display with them, after further discussions my request was granted so I progressed into the main building and was pleasantly surprised to see both models on display under the wing of the big planes.

I took a couple of photos of their location in proximity to the real planes and they are both sitting there very proud, the propellers have been removed from the DC 3 and placed alongside the plane and there was no explanation as to why this was the case but everything else was intact. Could have been due to a clean up of the motors and they have not yet been replaces, however, they are both there for all to see hopefully long into the future.



If you have not yet been through the museum you want to put aside a bit of time when next in Perth you will be pleasantly surprised with the displays.

*A man is working on a construction site when he accidentally cuts off all of his fingers with an electric saw.*

*At the emergency room, his doctor says, "Give me the fingers, and I'll see what I can do."*

*The injured man replies, "But I don't have the fingers!"*

*"Why didn't you bring them?" the doctor asks.*

*The injured man responds, "Doc, I couldn't pick them up."*

*A teacher asks her students to give her a sentence with the word "fascinate" in it.*

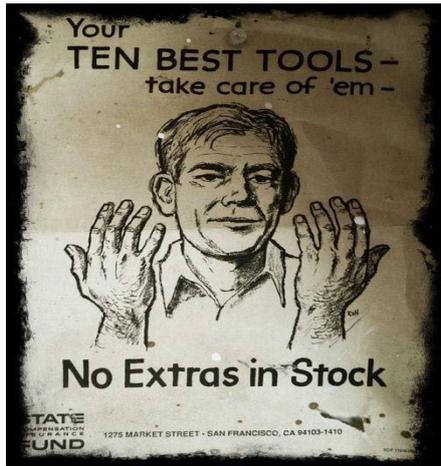
*Little Betty says, "Walt Disney World is fascinating."*

*The teacher says, "No, I said, 'fascinate.'"*

*Little Josie says, "There's so much fascination when it comes to sea life."*

*The teacher again says, "No, the word is fascinate."*

*Little Jimmy screams from the back of the room, "My grandma has such big boobs that she can only fasten eight of the 10 buttons on her shirt."*



*Have you seen this man, wanted for questioning over a relaxing day at the British Car exhibition in Busselton recently. Not a plane in sight.*



*A list of Some RC flying Don'ts.*

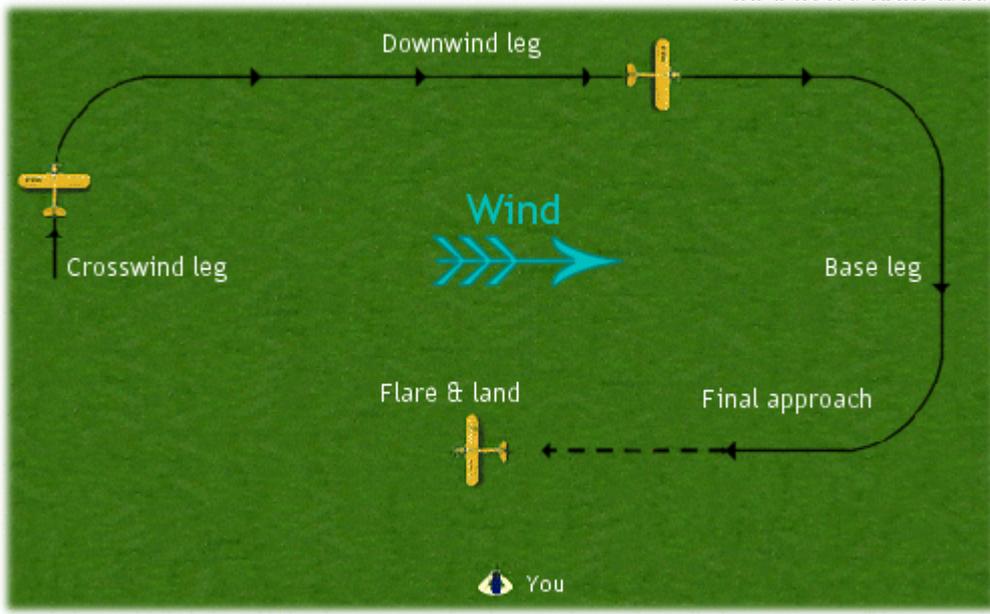
- \* Don't fly where flying isn't permitted.
- \* Don't fly too close to built-up areas or roads, or anywhere where you could be a nuisance to the public.
- \* Don't fly in an area with lots of trees, pylons, posts, power lines and other obstacles.
- \* Don't fly close to people who are out trying to enjoy the sunshine. Or anyone at anytime, for that matter.
- \* Don't fly over or close to animals, wild or domestic.
- \* Don't try and fly beyond your capabilities eg try advanced aerobatic manoeuvres without mastering the basics first.
- \* Don't fly over your head and behind you - it's the quickest way of getting completely disoriented and confused with what the aircraft is doing. A truly horrid feeling when it happens, believe me!
- \* Don't fly the aircraft too far away - it doesn't take long for an rc airplane or helicopter to become a tiny dot in the distance, and you have no idea of what the aircraft is doing, which way up it is etc. Again, a sure way for disorientation to kick in.
- \* Don't fly on very windy days if your aircraft - or its pilot - isn't capable of handling wind. Different rc aircraft can handle different strength winds, but for a basic electric park flyer a wind of 10mph could be too much. No wind or a gentle breeze is ideal.
- \* Don't turn on a MHz transmitter if you see other modellers around. Check which frequency band they are using first; they also could be using a MHz TX so you need to be aware of potential frequency clashes.
- \* Don't forget your pre-flight checks and range check.
- \* Don't fly if you are in any doubt about your aircraft or your situation. Wait for another day instead, or choose a safer area.

**Your landing circuit & approach. “Bill”**

The 'final approach' of your rc airplane is the second-to-last stage of its flight, and setting this approach up nicely is key to a good landing. If you're smooth and steady on final approach, then you're going to pull off that greaser of a landing.

Now there are two ways to skin a cat, so they say, and you have two options when landing.

**Option one** is to fly a proper and complete landing circuit, whereby you fly a crosswind leg, turn on to a downwind leg, then a base leg before turning the plane back in to wind and on to final approach. The image below illustrates this circuit...



Above: The technically correct circuit pattern to fly when landing.

You should recognise this circuit pattern from the [previous lesson](#), with just a minor change from upwind leg to final approach, flare and land. Now, the reality is that most rc pilots choose **option two**, whereby the crosswind leg is ignored and the circuit pattern is commenced on the downwind leg or even on the base leg.

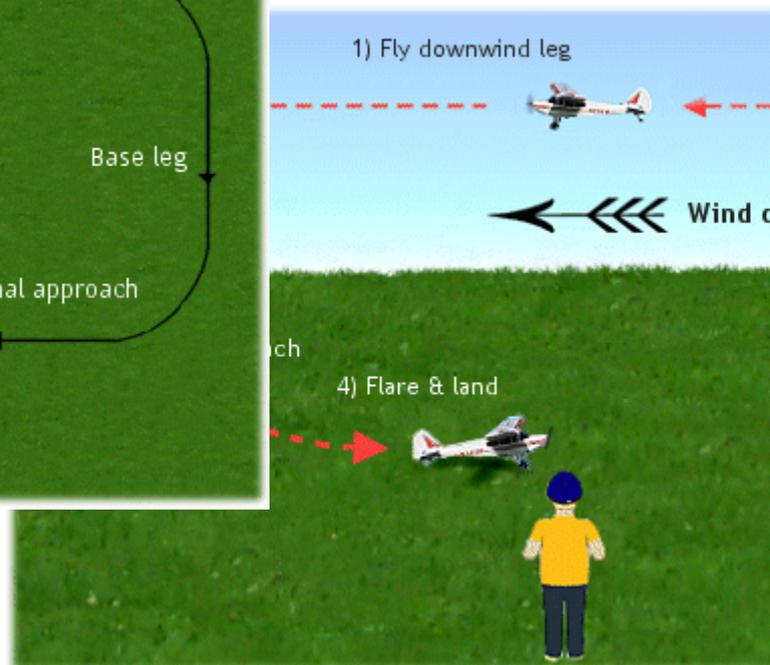
Flying all of, or part of, the downwind leg is preferable because it gives you more time to settle in to things and prepare for landing your rc airplane.

So for the purpose of this lesson, we'll focus on the second option of not bothering with the crosswind leg, and we'll join the circuit on the downwind leg, as many rc pilots do...

Flying the downwind leg obviously involves flying your airplane *with* the wind *i.e.* the same direction as the wind is blowing, before turning the plane through 180 degrees back in to wind for the final approach and landing.

Again, you have two options here; you can either fly the correct base leg as shown in the picture above (a straight leg with a turn at each end), or you can fly a continuous, gradual turn all the way round from downwind leg to final approach.

This latter option is a popular one, but it's a good idea to try both ways and see which works best for you. The image below shows this option:



Above: flying a continuous base leg turn is a popular option.

***Not such a good landing !!***



## THE LANDING PROCESS

Before you begin your downwind leg, the altitude of your airplane should be constant at, as a very general rule of thumb, 10 metres (30ft.) or so.

There's no hard and fast rule to this height and a lot depends on the type and size of airplane that you're flying. You'll get to know how high to fly the downwind leg with practice and experience.

The important thing is not to be too high, as you'll end up coming in too steep and too fast.

So to commence the landing process, fly your airplane downwind until it passes you by up to 50 metres or so (again, this distance is going to depend on a few things) before smoothly turning it through 180 degrees so that it's coming back towards you (remember that reverse control!).

Keep the bank angle shallow and, as you turn, slowly reduce motor power at the same time but be ready to increase it again quickly if the plane drops too much, too soon.

Once you've completed the turn, you are now on your final approach. Use rudder to keep the plane in a straight line and use motor power to control its rate of descent.

You can use elevator also, but the proper control for rate of descent is in fact motor power; while elevator will certainly make the plane go up and down, it also directly effects the airspeed of the plane and ideally you want to keep this as constant as possible and as slow as possible without stalling.

As the airplane nears the ground, reduce the motor power completely and gently apply up elevator to slow the plane's speed and reduce the rate of descent, until the plane touches down.

The important thing with landing is to have your plane set up some distance from the runway on final approach, this gives you adequate time to adjust the position of the wings in relation to the ground and compensate for any turbulence you might encounter close to the ground at low speed.

***At no stage apart from dead stick do you have to land on first attempt. If you do not feel comfortable that the plane is set up for landing the alternative you have is go around.***

It is much better to do this than have to pick up the pieces and repair your model when you get home (if it is repairable).



***Setup and looking good for a successful landing, main landing wheel about to make contact with the ground with the flare maintained.***

***Some RC flying Don'ts.***

***Don't fly where flying isn't permitted.***

***Don't fly too close to built-up areas or roads, or anywhere where you could be a nuisance to the public.***

***Don't fly in an area with lots of trees, pylons, posts, power lines and other obstacles.***

***Don't fly close to people who are out trying to enjoy the sunshine. Or anyone at anytime, for that matter.***

***Don't fly over or close to animals, wild or domestic.***

***Don't try and fly beyond your capabilities eg try advanced aerobatic manoeuvres without mastering the basics first.***

***Catch you when we fly into the next edition.***

