Gallatin Eagles RC FLYING CLUB

Hello

November already!

Here comes some winter flying and time for some building projects.

Our next meeting is our Appreciation Dinner, November 5th, 6:30 at famous Dave's BBQ. This dinner gives us time to meet and say thank you to the person in your life that supports and puts up with you in this addictive hobby. The club will buy their dinner and the club member will buy their own. This is always a great time to meet everyone and meet new people. Also we will hand down the member of the year trophy to the new winner.

We did move the dinner to one week earlier due to scheduling conflicts so I hope you all can make it.

Last meeting we talked about moving the dinner to a weekend or maybe a month or so earlier and have a picnic at the field, this would give us more time to visit, so let's talk about that next meeting and get some input.

Last meeting Ron Banta talked about getting a sign made for our clubhouse "The Eagles Nest" from Signs Of Montana and also getting a donation sign for or sponsor board for Butch Keys, because without him and his son Ryan our Club house would not have even been started. keep your dues coming in for this next year, I was hoping to get some insulation for the clubhouse soon. Don't forget to renew your AMA before the New Years Fun Fly!

December Meeting: Club officers for next year, get your nominations ready!

See You at the dinner,

Destry

Gallatin Eagles Upcoming Events:

November:
5, Tuesday: Appreciation Dinner
6:30 PM at Famous Daves (1230 N 7th Ave) The event formerly known as "Wives Appreciation Dinner", but open to wife, partner or significant other. The special person who supports our flying activities! We will also announce clubmember of the year.

December:
10, Tuesday: Meeting at the church, 7:15 PM

January:
1, New Years Day Fun Fly,

For more information on club events see our website: gallatineagles.org/calendar

A Handy Chart for Trimming an Airplane

Submitted by Larry Nelson

After you have test-flown and done the initial trim changes to the airplane, use this trimming chart to begin trimming your airplane. Following and adhering to this chart will result in the ability to diagnose trim problems and correct those problems using the simple adjustments shown below. Making these observations and related corrections will result in an airplane that tracks straighter and flies truer.

TRIM FEATURE	MANEUVER	OBSERVATION	CORRECTION
Control Centering	Fly general circles and random maneuvers	Try for hands off straight and level flight	Readjust linkages so the transmitter trim levers are centered
Control Throws	Fly random maneuvers	A) Controls are too sensitive or airplane feels "jerky"	If A) Adjust linkages to reduce control throws
		B) Controls are not sensitive enough or airplane feels "mushy"	If B) Adjust linkages to increase control throws
Engine Thrust Angle*	From straight and level flight, quickly chop the throttle for a short distance	A) Airplane continues in a level attitude for a short distance	If A) Engine thrust angle is correct
		B) Airplane pitches nose up	If B) Decrease engine down thrust
		C) Airplane pitches nose down	If C) Increase engine down thrust
Center of Gravity	From level flight, roll to a 45° bank and neutralize the controls	A) Airplane continues in the bank for a short distance	If A) Center of gravity is correct
		B) Nose pitches up	If B) Add nose weight
		C) Nose pitches down	If C) Remove nose weight or add tail weight
Yaw**	Into the wind, perform inside loops using only elevator. Repeat test performing outside loops from an inverted entry	A) Wing is level throughout	If A) Trim settings are correct
		B) Airplane yaws to right in both inside and outside loops	If B) Add left rudder trim
		C) Airplane yaws to left in both inside and outside loops	If C) Add right rudder trim
		D) Airplane yaws to the right in inside loops and yaws to the left in outside loops	If D) Add left aileron trim
		E) Airplane yaws to the left in inside loops and yaws to the right in outside loops	If E) Add right aileron trim
Lateral Balance**	Into the wind, perform tight inside loops using only elevator	A) Wing is level and airplane falls to either side	If A) Lateral balance is correct
		B) Airplane falls off to the left. Worsens as loops tighten	If B) Add weight to right wing tip
		C) Airplane falls off to the right. Worsens as loops tighten	If C) Add weight to left wing tip
Aileron Control System	With the wing level, pull to a vertical climb and neutralize the controls	A) Climb continues along the same path	If A) Trim settings are correct
		B) Nose tends to go toward an inside loop	If B) Raise both ailerons very slightly
		C) Nose tends to go toward an outside loop	If C) Lower both ailerons very slightly

*Engine thrust angle and center of gravity interact. Check both.

Yaw and lateral balance produce similar symptoms. Note that the fin may be crooked. **Make certain both elevator halves are even with each other and that they both produce the same amount of control deflection throughout the complete deflection range. Right and left references are as if you were in the cockpit.

Arizona--
Keith and I went to a large scale meet in Glendale last Saturday. More tan 50 planes were entered with some great flying. At noon, was a 3-D flying demo with a large, gas powered Extra by a pilot that really knew what he was doing. After that we stopped at several hobby shops on the way home.

We had a great time in AZ but it will be nice to get back home to the snow. this 80 degree weather gets me down.

Chuck Curtis

Club Officers for 2019

President	Destry Jacobs	581-4374
Vice President	Larry Nelson	599-4222
Safety Officer	Ron Banta	600-6846
Events Coordinator & Webmaster	Brian Westberg	580-3834
Secretary / Treasurer	Chuck Curtis	587-4934
Newsletter Editor	Stan Johnson	585-7541

Club member Ruslan Reiter taxis his airplane for take off during a Tuesday evening back in September. Photo by Rob Gregoire.