

# TEAM News-Nov. 2011

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## *Pilot of the month:*

- Dave Bibbee -



*Dave Bibbee* is our club president, and has been flying RC for many years. *Dave* is a retired machinist, and has always wanted to open a hobby shop. To everyone's surprise he did just that. He opened up shop in the King City area and serviced the RC community for many years. He likes to fly just about any aircraft, and I might add he is darn good at it.



*Dave* is always helping new pilots learn to fly, heck half the time I see him fly, he's on a buddy cord. I guess some guys just have the knack. Through the years *Dave* has introduced many people to RC flying; his latest is his own grandson. This past summer he and his grandson spent a lot of time at the field. What a great way to spend quality time.

. I would venture to say if any of you have any trouble with your aircraft or flying, I bet he would be willing to help.

## *Aircraft of the month:*

- Piper Super Cub-



The **Piper PA-18 Super Cub** is a two-seat, single-engine monoplane. Introduced in 1949 by Piper Aircraft, it was developed from the Piper PA-11, and traces its lineage back through the J-3 to the Taylor E-2 Cub of the 1930s. **In close to 40 years of production, over 9,000 were built.** Super Cubs are commonly found in roles such as bush flying, banner and glider towing.

## **Fall is here:**

As we all know the weather here in Oregon can be quite wet in the fall and winter months, so this is a great time to do your year end **maintenance** on your aircraft. As well as getting ready for your winter building projects. Take the time to **clean** and **organize** your work space before you start...you will save time and sanity...be sure to **check your aircraft** from tail to tip before you put them away, as you know parts do wear out at one point or another, and the way some of you fly, the parts are bound to wear out much faster...

## Tech-Talk:



### Why use a Gyro?

There are several reasons to use a gyro on a plane. The main reason is to make the plane more stable to fly in the wind. Wind can do several things. On an Aileron axis, it can flip the wing over during wind gusts or wind velocity changes. This is very noticeable when you approach close to objects such as trees or the ground where contour changes. Even the ground. You don't need to even be that close to have the wind change. It can be daunting to land a plane in high winds because a gust can flip the wing over just as it's velocity is low enough for you not to have enough corrective throws to compensate in time. A gyro will correct for the wind gust MUCH faster than you can. On the elevator, it can compensate for a tail heavy plane to make it more stable. You can install a gyro and fly a tail heavy plane and it can be more aerobatic. Modern Jet fighters are designed tail heavy with compensating gyros to allow the pilot to "fly by wire". Gyros are also used on rudders and nose wheels to compensate for ground handling or engine torque for takeoff. There are LOTS of nay-sayers that say "if you need a gyro, then don't fly". I say that's a bit closed minded. I think it's ok to use what ever tools are at your disposal to make a plane more stable if that is your desire. What is the difference between putting a gyro in a small plane to make it more stable in the wind than to go out and spend

hundreds of \$\$ to get a .90 sized nitro plane or say 50cc gas plane that is more stable in the wind?

Bigger planes are more stable in the wind, does that make a large plane pilot less of a pilot because he is flying a bigger plane that can handle more wind?

When they came out with Heading Hold gyros, did the sponsored 3D pilots reject it because it made it easier to do stunts? No, they accepted the technology and used it. If putting a \$30-\$60 gyro on a small plane allows you to fly it more often, then, why not do it.

Types of Gyros you will find:

### **Rate Only**

This gyro will dampen unwanted movements. Movement in the axis of rotation that was not induced by the pilot. The resistance is done by the gyro taking your servo output from the RX and modifying the signal going to the servo to give corrective movement.

### **Heading Hold** (sometimes referred to as AVCS, Head Lock or Tail Lock)

This type of gyro will remember the amount of movement and work to bring the rotation BACK to the original location. In this case, the gyro maintains corrective movement in it's modified signal to the servo until the rotation returns to it's original position. This is the current popular type of gyro used by helicopter pilots. Most Heading Hold Gyros allow you to set it up in either Rate mode or Heading Hold mode. Most Heading Hold (HH) gyros have a spare servo input wire that allows the Tx to set the gain of the gyro as well as if it is in Rate or HH mode. When not using this spare input wire, most gyros have a GAIN dial on the gyro that is used to set the gyro gain.

## *Last Words:*

*I hope you all enjoy the new news letter. I am always open for comments or ideas. I am trying to change the format from an e-mail version to a web button; I will let you know when this is done.*

*I always dread the fall and winter months, as the days are shorter and the weather does not always cooperate with our flying schedules. This **downtime** can give you the opportunity to do some repair work, building, and hit the flight simulator to learn some new maneuvers and, keep your flying skills sharp.*

*The holiday season will be here soon and our hobby will take a back seat for a while. This also means, some of us will get new airplanes. Please bring them in for our show and tell, and let's see them.*

*The date for our **Christmas Party** is set for **Dec. 8<sup>th</sup>** in the **Aero Space building 7:00pm**. Spouses are encouraged to attend. Please bring a dish. It will be a fun evening. We will also nominate new club officials.*



## *Next month:*

**3-D flying** it's all the rage... I will look into some aspects of this ever so popular way of flying...

Radio set up? Mixes? What kind of radio is the best? I will answer some of those questions and more...

Until then, **fly safe and have fun.**

## **Classified:**

This is the new classified area for you to list rc related items for sale or trade.

1. **S.P.A.D. combat planes for sale:**  
**\$25.00 contact: Shawn Barney 503-330-6783**

2. (your listing here)

3. (your listing here)

Let me know what you need listed.

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