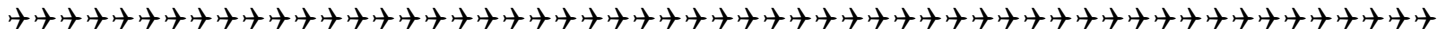




Squadron News November 2021

An AMA Gold Club

Club Christmas Party December 8th 6:30 pm Danville United Methodist Church

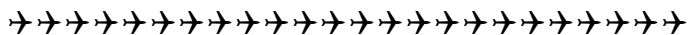


Newsletter Editor.

Hello everyone, I'm John Lawyer and I am going to be taking over as the newsletter editor. I will admit I am terrible with names, so if I get your name wrong in the newsletter I apologize beforehand. If I get other facts wrong, I apologize. If you send me an email or hand me a note on any corrections, I will be glad to get it into the next newsletter. Besides, that will help me to take up space in the newsletter also. ☺ You can contact me at jlawyer41@att.net or 765-918-7229

I will always be happy to take input from anyone for the newsletter.

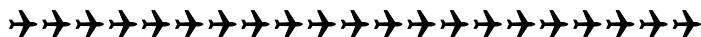
P.S. Pictures of your latest bird or project are always welcome



Upcoming Club Events

December 8 - Annual Christmas Dinner & Meeting - 6:30 at Danville United Methodist Church, more details to follow.

January 1 - Annual First Flight of the Year Fly In. Soup & sandwich lunch.



Club Christmas Party

The Danville Blacksheep RC Club December meeting will be our annual Christmas carry-in dinner. It will be held on

Wednesday, December 8, 2021, at the Danville Methodist Church in the Fellowship Hall, starting at 6:30 PM. Please note this is not the usual Wednesday for our meeting. The Christmas dinner will be held on the 2nd Wednesday in December.

The Club's annual December Christmas dinner is a family event, so members and their family are invited. The Club will provide the main course and the drinks for the carry-in dinner. Members are asked to bring a carry-in of either a side-dish or a dessert.

Members are also asked to bring a donation of scarves, gloves, mittens, and hats for the Church's support of the less fortunate in our community. Sizes from children to adult are needed.

There will be a raffle of RC prizes for members during the event.

Thanks,

Tom Carlyle

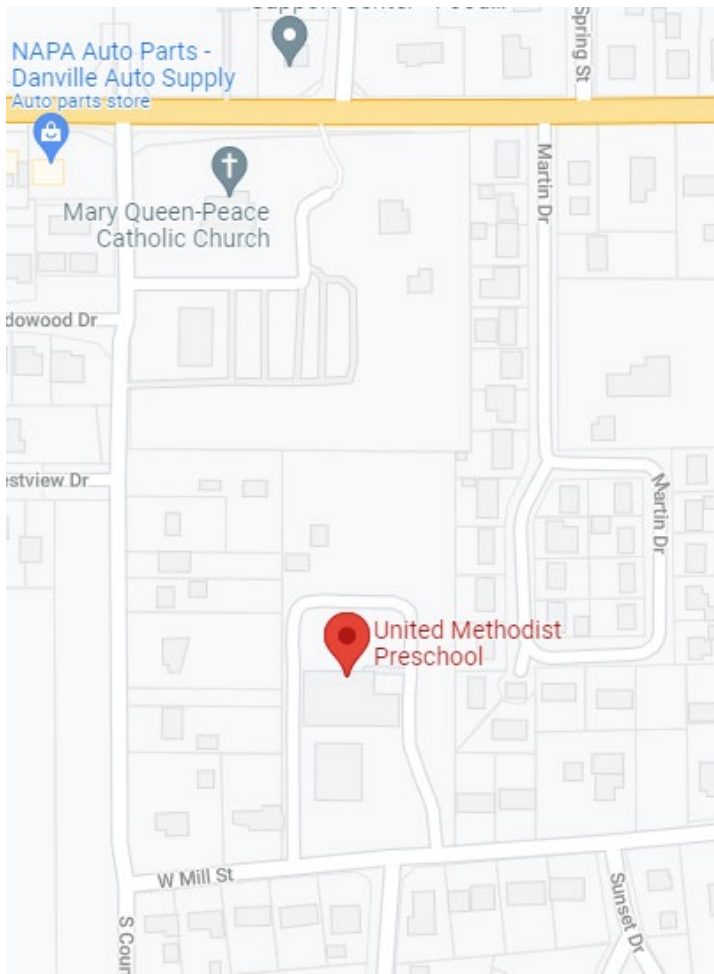
Secretary

Danville Blacksheep RC Modelers

317-402-8068

Tom.Carlyle@comcast.net

(please RSVP to Tom's email if you will be attending.)



crowd of spectators. Weather was not so good with fairly high winds and cool temperatures.

New Business

- Rege asked if we want to keep the dues structure we have and everyone voted to keep them steady.
- The December meeting will be on December 8th at the Danville Methodist Church. It will start at 6:30. This meeting will be our annual Christmas party dinner. The club will provide the meat. Members attending are encouraged to bring a covered dish or dessert. There will be a raffle. We'll send out an RSVP so we can make plans for how much food to buy.
- We ask that members attending the December meeting bring along donations for the Methodist Church community support program. The church group is asking for mittens, gloves, hats, scarves, and socks from child sizes through adult.
- Indoor flying will start after the first of the year due to construction at the school.
- January 1st fly-in will start around noon.

Show and Tell

- No show and tell.

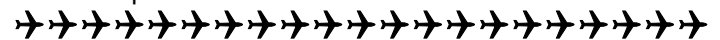
Raffle

- No raffle was conducted.

With no further club business, the meeting was adjourned.

The December club meeting will be our annual Christmas party dinner. It will be held on Wednesday, December 8th at the Danville Methodist Church. The meeting will begin at 6:30 p.m. Please change in start time and location.

One last reminder, please support your local hobby stores. Special thanks go out HobbyTown USA in Castleton for extending a discount to our club for our monthly and year end raffle prizes.



November 2021 Meeting Minutes

Recorded by Tom Carlyle, Secretary

The November 2021 club meeting was held on November 3, 2021 at the flying field. President Rege Hall called the meeting to order at 7:00 PM. Nineteen (19) club members were in attendance.

President's Report

- No report.

Vice President's Report

- No report.

Treasurer's Report

- Richard reported on the receipts from the NMAD fund raising event.

Secretary's Report

- No report.

Field Marshall's Report

- No report.

Safety Coordinator's Report

- No report.

New Members/Visitors

- No new members or visitors.

Old Business

- The Warbird Fly In was held on Saturday, October 16, 2021. There were 30 registered pilots and a good

Message from the President.

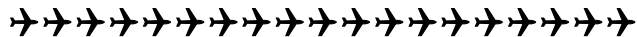
President's message:

It is Christmas Holiday time again, time really does fly! Remember, the December meeting is Wednesday December the 8th at the Danville United Methodist Church at 6:30. The club will provide main dish and soft drinks and club members are asked to bring a side dish or desert to share.

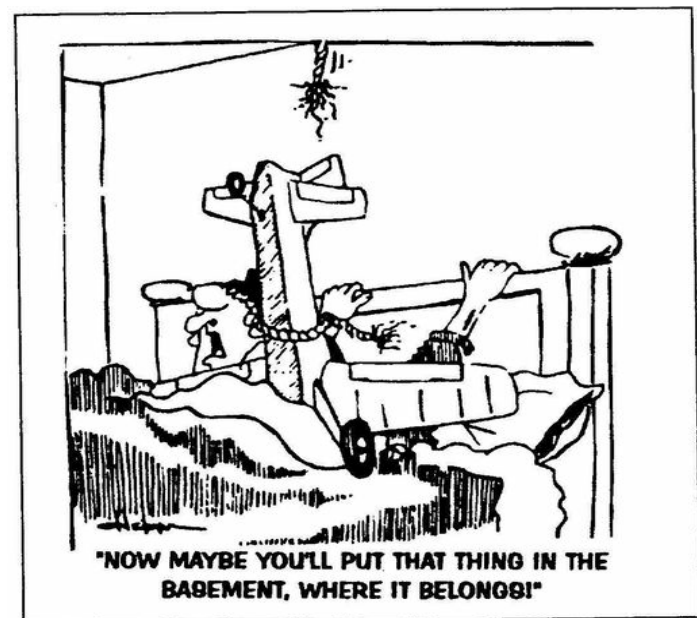
I hope that each and every one of you have enjoyed a great year so far, looking forward to next year, we will host our NMAD event and the 15th annual warbird fly in with a warbird tune up at a date to be determined. As I have mentioned in the past, I want to apply to the AMA for the TAG program (Take-off and Grow) that we can get a grant to purchase some trainer equipment to assist and educate potential new members. I would also like to get the parking lot extended to the west to avoid issues as we had at the end of the warbird fly in and as our membership grows, more parking. Maybe this is the year we get some additional shade built west of the bleachers?

I want to thank Warren, Rick, Harold and Greg (the morning crew) for a fantastic job of cleaning up and organizing the clubhouse. It looked great for a recent visit of Chad Budreau and some of the AMA executive committee. Now, I am wishing all of you and your families a happy and safe Christmas holiday season. The January 1st fly in is just around the corner.

Rege



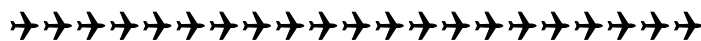
Funnies for the Month



Eye Test



Red: You are normal.
Yellow: You need to see a doctor.
Blue: You need a new R/C airplane.



[HOMEMOTION RC KNOWLEDGE BLOG](#) OVERAMPED?
YOU COULD BE HEADED FOR DISASTER
TIPS AND TRICKS

Overamped? You Could Be Headed For Disaster

by Todd Breda September 07 2018

Not too long ago I heard about someone who crashed their plane during the landing sequence. Everything was going just fine when suddenly the plane lost power/control and torque-rolled in on the base leg right before turning to final for what should have been an uneventful landing.

The pilot surmised it was the receiver. Instead, a closer examination ultimately discovered the true source of the problem: The UBEC overamped causing a brown-out condition where all controls were momentarily lost. This is never a good situation to be in but when turning onto the base leg to set up for final approach, especially so. Your speed is slower, altitude lower and usually a lot is going on with your model (flaps and retracts extended all while working all of the control surfaces in unison).

In this particular case the UBEC which was rated for 5 amps spiked above that due to the sudden simultaneous load that was placed on the electrical device. What specifically caused the lethal spike in amperage? It turns out the the pilot dropped his flaps (that were on a slow-timed sequence) and his retracts at the same time all while simultaneously controlling the servos for the ailerons, elevator and rudder. It was a perfect storm which overloaded the unit creating a brown-out ultimately causing a brief loss of aircraft control.

On the base leg, a brief brown-out could be all it takes to create a crash since altitude is at a premium. While no guarantee, a higher altitude could have *perhaps* saved the plane in this instance.

Lessons To Be Learned...

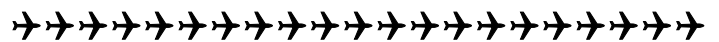
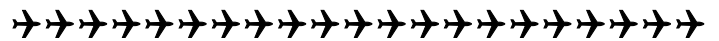
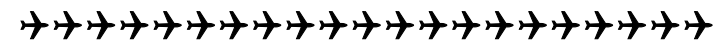
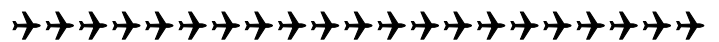
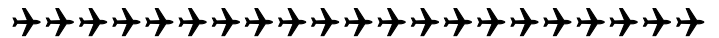
This unfortunate story serves as an excellent example on good landing technique. One thing that immediately sticks out to me is when the pilot chose to flip his gear and flap switch at the same time. With the flaps (and I assume gear) on a slow-timed sequence this places a lot of stress on the components all while simultaneously working each control servo.

A safer way to perform the landing setup and sequence would be to flip the gear switch first (sometimes I will fly a complete pattern with gear down before landing) no later than the beginning of your downwind leg, then once the gear is completely down and locked then flip your first notch of flaps. Once fully established on the base leg (or final approach) flip your final notch for landing flaps. Performing these sequences at different points of your landing setup is irrelevant. The important thing to remember is not to perform these tasks at the same time as it places too much strain on your electrical components.

What's The Difference Between A BEC and UBEC?

That's a mighty fine question, and frankly I am not the best authority on that topic so I will leave that to [Pilot Scott from FliteTest.com](#) who does a fine job explaining the difference. Another question you might have is *"What if the pilot had a 10 amp-rated UBEC instead of a 5 amp-rated UBEC? Would that have saved a brown-out situation?"* While I cannot say with 100% certainty since I do not know what exact model, components or power system he had at the time of the crash I feel fairly confident that yes, 10 amps would have been sufficient enough to handle the amp spike in that simultaneous event.

A UBEC is essential insurance to to keep your controls working under a LVC (Low Voltage Cutoff) situation, but it's moot if you strain the UBEC beyond it's amperage capabilities. If you are not sure and want to protect your model, it pays to invest in a UBEC that has a higher rated amp capability just for the peace of mind alone.



Editor: John Lawyer

***** Till next month may all your landings be wheels down. *****