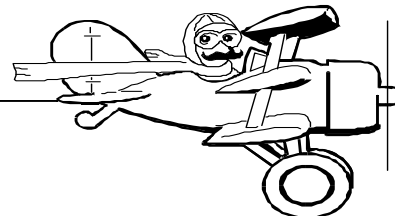


THE AVIATOR



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AMA Club Charter Number 1612 - www.Brauersaviators.org

January 2010

Club Meetings are held the Third Thursday of every month at Brauer's tavern, Route 270 (Campbell Blvd.) Pendleton, NY.

The next meeting will be Thursday January 21st at 7:30 PM. See you there!

President:

Glenn Topolski
693-9848

Vice President:

Jim Diermyer
696-3176

Treasurer:

Glenn Topolski
693-9848

Secretary:

Joe Suarez
440-6348

Librarian:

Bill Browning
692-8934

Newsletter Editor:

Dan Yaeger
572-5886
Yaeger55@Yahoo.com

Sergeant at Arms:

Dick Apfel
693-8072

Field Marshall:

Herb Goldstein
876-5902

Safety Officer:

Joe Suarez
694-8641

Webmasters:

Dave Raczka
684-2122
Joe Haniszewski Sr.
692-2433

Club Historian:

Will Burley
563-0754

Club Instructors:

Bill Golden
297-3052

Herb Goldstein
876-5902

Glenn Topolski
693-9848

Clarence Ragland
417-0505

MEETING PROGRAMS

January: Monokote covering by Will and Joe.

February: Helicopter Presentation by Tom, Rudy, and Russ. (See attached flier)

March: AMA Videos by Dave.

If you have suggestions for future meetings or would like to present something, send an email to Brauers_aviators@yahoo.com.

2010 MEMBERSHIP RENEWAL

If you haven't already renewed, you are now late. Please remember to fill out the Membership renewal and return it with your dues. Please remit the form and payment to Glenn Topolski.

BUDDY BOXES REVISITED

An Excerpt from RunRider. To see the entire article, follow the link below

<http://www.runryder.com/helicopter/p1463695/?highlight=pcinc#p1463695>

... it was suggested to me to pick up a trainer plane and learn to fly it and it would help in learning to fly the Heli. ... I started on the Buddy Box and could fly around at a fairly high altitude, but could not take off or land. ... Now it's been close to a year and I can't fly on my own at this point. I have had a couple of different instructors on the box but never seemed to progress to the point I hoped to be at. I read a post from fliers1 (Clarence Ragland) here on RR stating that he could teach anybody to hover in a couple of hours. ... Clarence stated he could not only teach me to hover but also fly on my own in 2 days. Talk about skeptical? ... First day, the wind was blowing 20-25 mph and I figured the day to be lost. Not Clarence. He got me up in the air and started on taking off and landing approaches in the wind. We did this for a while then switched over to the Heli. First flight out, I'm a nervous wreck. ... I couldn't even think about controlling the right stick. We ran a tank of fuel with me trying to hold a steady altitude and the nose straight ahead while Clarence controlled the right stick completely. The next thankful went a little better. I managed to be able to think about the right stick and control things somewhat with Clarence assisting when I got things out of whack. None of the flying with the Kadet or the Raptor was on the Buddy Box at all. I used my radio with my thumbs on the top of the sticks (something totally new to me) and Clarence reached under my thumbs and controlled the stick when needed (a technique Clarence calls the "Ragland Technique"). He was in continuous communication with me every minute I was in the air. This gave me a positive feel of how much stick movement was required for each move. At the end of the first day, I was further along in my flying than I have ever been in the last 10 months. ... Second day. Clarence worked with me on all the different areas of flying effected by the changing winds. We worked on throttle control, upwind legs, down wind legs, landing approaches and take offs. ... We started right in on the Heli. It all started to come together. I hovered a couple of tankfulls with minimal assistance. I switched back over to the Kadet and did take off and landings one after another. He even had to do a dead stick when he didn't believe me when I told him the crazy beeping was telling me I'm about to run out of fuel. Spent the rest of the afternoon practicing take offs, landings from both directions and figure eights crossing at midfield. Fired up the Heli one more time and hovered the entire tank without assistance. I was able to control it, fairly stable, and recognize and make corrections when needed. Mission accomplished! ... Having been through both the Buddy Box and Clarence's method, I have to say the "Ragland Technique" is far more effective. I would recommend getting hooked up with Clarence or anybody that teaches by this method to anyone that wants to learn how to fly either planes or Heli's. It's very effective with both. ... It's not that I'm bashing buddy boxes. After this experience I have to say it's not the most effective way to learn. I have seen a number of folks at my field learning on Buddy Boxes and they are still on them.

Drop Clarence a note if you want to learn to fly (even in the wind). His e-mail is fliers1@aol.com

Here is a link to an AMA newsletter about Clarence teaching people that never touched a radio before.

<http://www.amadistrictii.org/column/2004/2004-09%20Column.pdf>

FOR SALE - CONTACT DAN Y. 572-5886

BRIDI CAP 20L ¼ scale plane. Built and fibreglassed. Needs finishing.

Byron Originals **Christen Eagle kit** 30% Scale - Brand New, in box. (All foam Airplane)

Zenoah G-38 Gas engine - New - Still in original shrink wrap.

Quadra 35 Gas engine - Bench Run once - never installed in a plane.