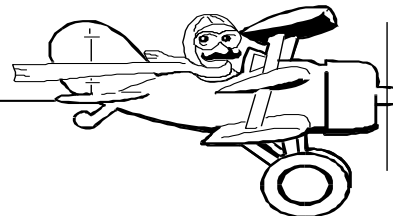


# THE AVIATOR



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The Official Newsletter of Brauer's Aviators  
AMA Club Charter Number 1612 - [www.Brauersaviators.org](http://www.Brauersaviators.org)

July 2010

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

\*\*\*\* No meetings in July & August \*\*\*\*.

**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](mailto:Yaeger55@Yahoo.com)

**Sergeant at Arms:**

Dick Apfel  
693-8072

**Field Marshall:**

Tom Welch  
695-6053

**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

Glenn Topolski  
693-9848

Clarence Ragland  
417-0505

## NO MEETINGS IN JULY & AUGUST

Our June meeting will be the last formal meeting before September. July and August meetings will be held informally at the field, weather permitting.

## PICNIC/FUN FLY NIGHT - JULY 22ND

We decided to have a picnic/fun fly night on Thursday July 22<sup>nd</sup> with a rain date of Thursday July 29<sup>th</sup>. Come out after work (around 6:00 PM) and we will provide the hot dogs and soda. Bring a plane to fly and maybe a dish to pass and enjoy the company of your fellow club members.

## FIRST AID KIT - UNDER SHELTER ROOF

Just a reminder - we have a fully stocked first aid kit under the shelter roof in the South West corner. If you need to use anything from the kit, please let a club officer know so that we can restock the kit.

*From the monthly newsletter of the Mid-Missouri Radio Control Association*

## LANDINGS: TOUCH-AND-GO OR BOUNCE AND GO

By Glynn Mount, from the *Cam Journal*, Central Arizona Modelers, Inc.

"Touch-and-go" is a great way to practice landings. It's a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn't break your propeller, you might be lucky enough to dribble to a stop before running off of the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are however, a couple of ways you could recover from a bad bounce and keep your dignity intact. One is to maintain "full back pressure" on the stick (i.e. full up elevator) in the hopes that there is enough flying speed to cushion the second bounce. If the bounce is more of a high-speed skip, this method works well.

The second method is to immediately apply power and return to level flight.

I've tried both methods, and a "bounce-and-go" with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look as though you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try "not to land." The airplane will slow and "sink in" in spite of you, giving you a smooth transition from air to ground. →

## TIPS & TRICKS FROM THE AMA INSIDER

### Don't cut that wire!

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

*from the newsletter of the Rogue Eagles R.C. Club, Medford, Oregon*