

BALSA DUST



Newsletter of the
Fergus Falls Regional R/C Flyers
PO Box 224, Fergus Falls, Minnesota 56537

WORDS FROM THE PRESIDENT

High Flyers!

We had summer for a little while, but I may have taken the skis off my plane too soon! Hopefully the snow and cold will not last too long. We had the first flight of the X1 bat (combat) plane-thanks to Tom K and all his hard work. It flew about one-fourth mile before the wing came apart. Tom says the X2 is ready for testing.

On a different note, we'd like to update our "radio channels list". It would be greatly appreciated if you could get the channels on your radios to Tom Kalvik either in person or possibly by giving him a call. We also would like to welcome a new member to our club, James Graffeo! Welcome, James, and happy flying!! Michael

Field Conditions

Just an update on the field conditions. The snow should be all gone by Friday May 2nd so we should be able to hold our meeting and do some flying next Thursday the 8th. The forecast looks good with a 30% chance of showers that day.

Club minutes

April 10, 2008

Our meeting this month was at Hunan Springs.

Those present were – Mike Drouillard, Jerry A. Johnson, Jerry L. Johnson, Don Martinson, Howard Lueck, Shelby Haukos, Dennis

Trudell, Floyd Lee, James Graffeo, and Tom Kalvik.

Secretary Report Approved.
Treasurer Reported a balance of \$2,962.98

Old Business: Jerry L. Johnson said the property owners gave us the OK for the use of the point on Bass Lake for our Float Fly this year.

Dennis Trudell brought a sample of the siding for our Club House. It is aluminum with a kind of khaki color. We will talk about a time to install it at the May meeting

Jerry L. Johnson talked with the manager at the mall, and he thought it would be a good idea for us to have our Mall Show in January at the same time as the Farm Toy Show. We will make a decision on it after the Fun Fly.

New Business: Mike Drouillard thanked Jerry L. Johnson for arranging the Mall Show, and to the people who brought planes.

We talked about the possibility of getting some shirts, or jackets, for club members with the club logo on them. Jerry L Johnson said he will check on prices

The sanction for the Fun Fly arrived the day of the meeting. I will hurry and get letters out so we can get some prizes

Tom Kalvik
Secretary

Member Profile Floyd Lee



Floyd with his Kadet Sr June of 2003

Floyd is a retired farmer and is still living on the farm place southeast of Fergus Falls. Floyd is a US Army veteran and it was during his military service that he became interested in model aviation starting out with small control line planes at that time.

Floyd's interest was rekindled when he happened across our 2001 Mall Show and had his introduction to R/C flight in July of 2001. It was with the help of several members of the club that Floyd soloed in the fall of 2002.

His first plane was a Goldberg Cub but his favorite plane is the Sig Kadet Sr. and he has at least 2 of those as well as the little sister, the Senorita. He owns several other planes and his other new interest is the E-Flight CX2 electric helicopter which he has been flying since last December.

Thank you Floyd for being a willing contributor to our club.

Modes

Modes? Are you in the mood to think about modes? What mode do you fly and why?

Chances are you are flying mode two and you're flying this mode because "everybody else is doing it." That's a good reason, especially if your instructor is a mode-two flier.

In America, mode two is predominate, mode one is flown mostly by old timers, and a couple of people fly mode three or four. When the first proportional radio sets arrived, the old timers had to make a choice. They were accustomed to buttons, single sticks with a rotary knob on the end, and levers. The levers on reed sets (four on an eight-channel, five for a 10-channel) were set up with the aileron (and rudder) on the right and elevator (and engine) on the left.

Since most flying was done with aileron and elevator, this configuration most resembled mode one and many fliers chose that route. The mode one-fliers were in the majority in the Michigan area in the 1960s and into the 1970s.

What happened after that? Mode two took over in the United States. Some early converts might have liked the single stick where the elevator cohabitated with the aileron. I have read that the radio sets that came in great numbers from Japan were mostly configured as mode two and was the largest influence. I have also heard that the ratio of mode one to mode two is much higher in Germany, Great Britain, and Australia than in the United States.

Mode-one fliers and mode-two fliers each have their own theory as to which is best.

It all comes down to which works best for you.

The mode-one fliers in our area generally are the old-timers who graduated from reeds as in my case. I like and feel comfortable with mode one. I believe I can keep elevator and aileron controlled better with two different thumbs.

Some fliers can fly both interchangeably. If you can't and you're in the minority, you will find it tough to find a test pilot when you need one. Because of that and because of the availability of a good instructor are probably the best reasons to choose mode two. Some brave pilots have even changed over—successfully, too—from mode one to two.

From Flight Lines, Prescott, Arizona
by Jerry Gill
And AMA Newsletter Jan 07

Club Officers

Mike Drouillard	President
mikesplanes@hotmail.com	
Mike Hoff	Vice President
mhofft@tekstar.com	
Tom Kalvik	Secretary
pinsncat@prtcl.com	
Jerry A. Johnson	Treasurer
jajsaj1@msn.com	

Directors

Floyd Lee	
Lee Levenson	aalleverson@yahoo.com
Mike Ryan	

Newsletter Editor

Jerry L Johnson	jliflys@aol.com
-----------------	------------------------------------------------------

FFRRCF web address

<http://web.prtcl.com/jliflys>

Meeting Thursday May 8 th at 7pm at our flying site.



PO BOX 224
Fergus Falls MN 56537