

# CSMS Skywriter

August, 2017

Charlotte Sport Modelers Society  
AMA #3897  
Meetings: 1<sup>st</sup> Saturday monthly, CSMS Flying Field, Kings Highway Lake Suzy, 9:00 am  
Flying Site: Kings Highway - 5.3 miles E of I-75  
Website: [www.csms-rc.org](http://www.csms-rc.org)  
President Kim Klempner  
Vice President Dennis Ouelette  
Treasurer Hal Lane  
Secretary Ron Happe  
The CSMS Skywriter is published monthly by the Charlotte Sports Modelers Society. We reserve the right to edit any submitted material. The editor of this publication or the officers of the CSMS club shall not be held liable for errors or omissions.

## President's Letter - Kim Klempner



I would like to start with an apology concerning our July newsletter, the email monster ate it. Enough said. I would like to start off with some thank you's. Nikki with all the help organizing the breakfast and potlucks meals, thanks Nikki. Karen thanks for making our entrance to the field look pretty again. I would also like to thank the sign crew( you know who you are) for the extremely visible club sign out by Kings Hwy. Thanks Neal for painting sign, as always, thanks Mr. V.P. for the road work, it looks great.  
I'm still having no luck on finding

utility cart for the field, I have several people helping, we might have to come up with different solution. I'll get back to you on this. This gives me more time on the building purchase.

The spuratic flooding is back, grass cutting will be difficult to get done. Maintance day is Friday if possible. For now, its when we can get it done. We also have some new leaks in our building to get repaired if we have a roofer in the group. I hope everyone is enjoying the new porta-potty we had brought in, enjoy!

Still looking for suggestions on events at the field or anywhere else to get together with club members, also to raise club membership.

I'm sure the July 29th breakfast went well, this newsletter was written prior to the event. I look forward to seeing all at next meeting.

PS I would like to remind members to add to the cookie jar when visiting the fridge for drinks. Please put dollar in the pot.

KimKim Klempner Pres. CSMS

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## SAFETY OFFICERS REPORT

Seems as though sometime everyday at the field we have to fly in some crosswind. Crosswinds can cause havoc when trying to takeoff and can even be much worse when trying to land. I find the worse crosswinds are the ones that come from behind at our field. Probably because of the building structure and the

# CSMS *Skywriter*

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tree line just behind it. It's not enough that there is a crosswind but it has a lot of rolling movement as well when it comes from the southern directions.

To get a better feel for the necessary aileron and rudder crosswind corrections let's start with the takeoff. With the airplane setting still on the runway with the least amount of tailwind and most headwind give full aileron into the direction of the crosswind. In other words if the wind is hitting your right wing while taking off left to right give "full right" aileron control. We want the crosswind to help us keep the right wing from being lifted by the crosswind. As you apply throttle and the airplane begins moving forward use rudder to track the airplane straight down the runway. When the airplane picks up enough forward speed to start to lift-off begin reducing the "right" aileron control. What you are trying to achieve is just the correct amount of "right" aileron to keep the wings level as you climb out. You do not want the right wing to get higher and let the crosswind under it. Use the rudder control to make the airplane go straight and the ailerons to keep the wings level. Avoid trying to make the airplane go straight with ailerons at this point until you have plenty of altitude, then ease off the rudder and bank the airplane to the left away from the field. Now at that magic moment when the airplane starting flying and the wheels leaves the ground try to be aware of just how much aileron and rudder control was necessary to achieve wings level and straight flight. That will be how much aileron and rudder you will need when making the crosswind landing later if conditions are still the same. I bet most of you will find that it

takes a lot more control than you would have guessed.

What you learned from the takeoff will help for the crosswind landing. If you are making a left to right crosswind landing get the wings level just after the base to final turn. Use however much aileron you must (remember how much it took when you took off?) and enough left rudder to keep the airplane continuing on a straight line to the center of the runway. Avoid at all cost from pulling too much elevator and getting the nose high. This is a sure way to stall. Hold just enough elevator to continue a downward decent. If the wings are level and the airplane is drifting towards you reduce elevator input and increase left rudder. As you start the flair by adding a little "up" elevator to slow the airplane it most likely require more "right" aileron and more "left" rudder control. At the moment of touch down give "full right" ailerons and do whatever it takes with the rudder to make the airplane continue straight down the runway centerline until it comes to a complete stop.

If you need help, just ask.

Eddie Mattingly, Safety Officer

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NAV-A-GATOR GRILL advertisement. The ad features a large silhouette of an alligator with the text "NAV-A-GATOR GRILL" inside. Below the silhouette is "DeSoto Marina". The background is yellow. Text includes: "COZY COTTAGE RENTALS", "BOAT SLIP RENTALS", "CANOE & KAYAK RENTALS", "941-627-FISH (3474)", "PEACE RIVER WILDERNESS ECO-TOURS", "GUIDED FISHING TRIPS", "MUSEUM & GIFT SHOPS", "HOME OF THE ORIGINAL 'BIG FISH'", "Voted #1 'TROP ROCK' VENUE IN THE U.S. 3 YEARS IN A ROW!", "AIR BOAT RIDES", "WWW.NAV-A-GATOR.COM \* INFO@NAV-A-GATOR.COM", "9700 SW RIVERVIEW CIRCLE LAKE SUZY, FL. 34269".

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NEW HOBBY SHOP  
SKYSHARK RADIO CONTROL  
75 Mid Cape Terrace, Ste 7  
Cape Coral, FL 33991  
PH 239-800-1941  
Hours: Mon-Fri 10 to 6  
Sat 10 to 4  
Sun by appointment

## Treasurer Report:

Hal has a new batch of hats and shirts for sale. See him for your size and info on price.

## RECENTLY SEEN AT FIELD:

### Upcoming Events

CSMS next meeting is on August 5th at field at 9:00 AM. Plan to come to the field and fly early and then attend the meeting.

### CSMS CONTACT INFORMATION

Kim Klempner: President

Dennis Ouelette: Vice President

Hal Lane: Tres. [hallane@aol.com](mailto:hallane@aol.com)

Ron Happe: Secretary

Jerry Alexander: Newsletter Editor

Bill Hare: Photos



Tom Emery gets plane ready to fly



Alex shows off his plane



David getting plane ready to fly

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Wilf Tobin's T-28 in flight



Beautiful bye in the air



Wilf Tobin with his T-28 on bench



Nice Corsair taking off



Eddie & Jim watch Jim's plane in air



Foam combat plane flying low



Jim Deutch with his big & little planes



Fred Stiteler getting plane ready to fly