# Fond Du Lac Aeromodelers Association

Our goal is to be the friendliest club for pilots and spectators in the Midwest. We welcome anyone with an interest in R/C aviation. Visit the website at www.FDLAA.com for information about membership, upcoming events, flight instructors, and weather conditions at the field. FDLAA meetings are held on the second Tuesday of each month at 6:00 pm (April through November).

**Club Officers**:

President: Dave Elsinger…….920-926-0551 President@FDLAA.com

Vice President: Andrew Schultz ....920-210-6661 VicePresident@FDLAA.com

Secretary: Joe Teresi……...920-468-0470 Secretary@FDLAA.com

Treasurer: Pat Mullen ……...920-533-3773 Treasurer@FDLAA.com

## Message From the President

From Club President Dave Elsinger:

Hi All,

The field is in great condition (Thanks to our great members that do all the work to make it what it is) & we are in our flying season. Please make sure that you fly East of the flight line & not over the houses on the North & South end of the field.

We will be doing the Fond du Lac County Fair on Saturday, July 17th at the North stand that we have had for the past years. I will need to know who is going to volunteer to help so I can get passes for you to get in.

Also, the Warbird & Classics event will be going on this year. As always, we will be looking for volunteers to help to make the event successful. We will be having a meeting to discuss these events in the near future. If you have any questions on this, feel free to give me a call.

Thanks,

Dave

## Upcoming Events

### August 19-21, 2021

Warbirds and Classics Over the Midwest

### August 22, 2021

Robert Wellnitz Memorial Air Show

## Announcements

**Just a reminder - lock up the gate if you are the last one out for the night.**

Have items for sale? We would be happy to post them in the newsletter. Items will be listed for 3 months.

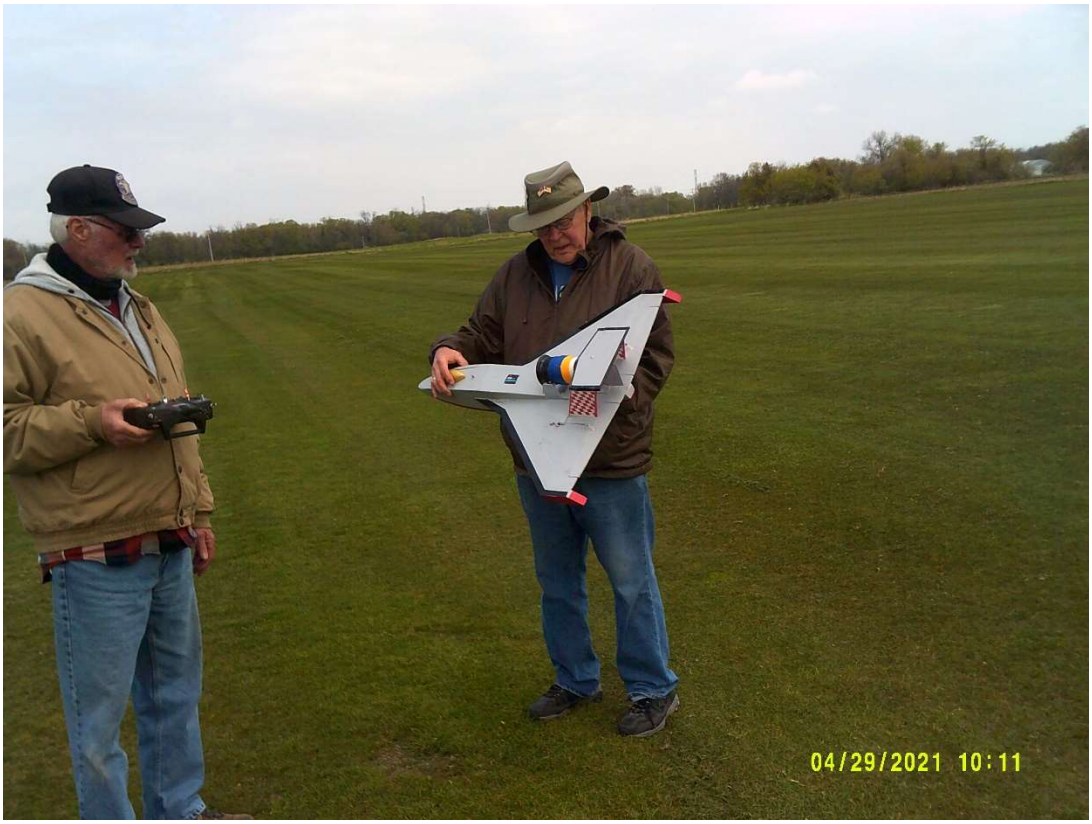
Newsletter Editor:

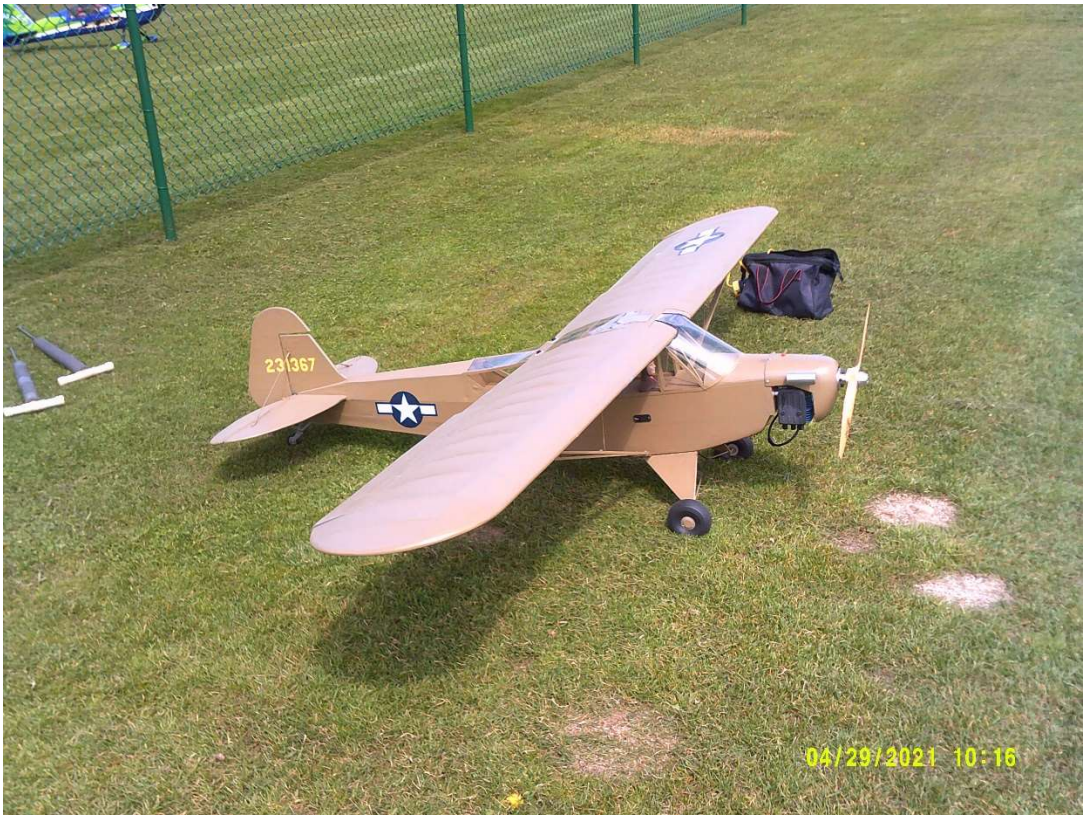
Events/Photos/News
Jeff Bergen
fordman54935@yahoo.com

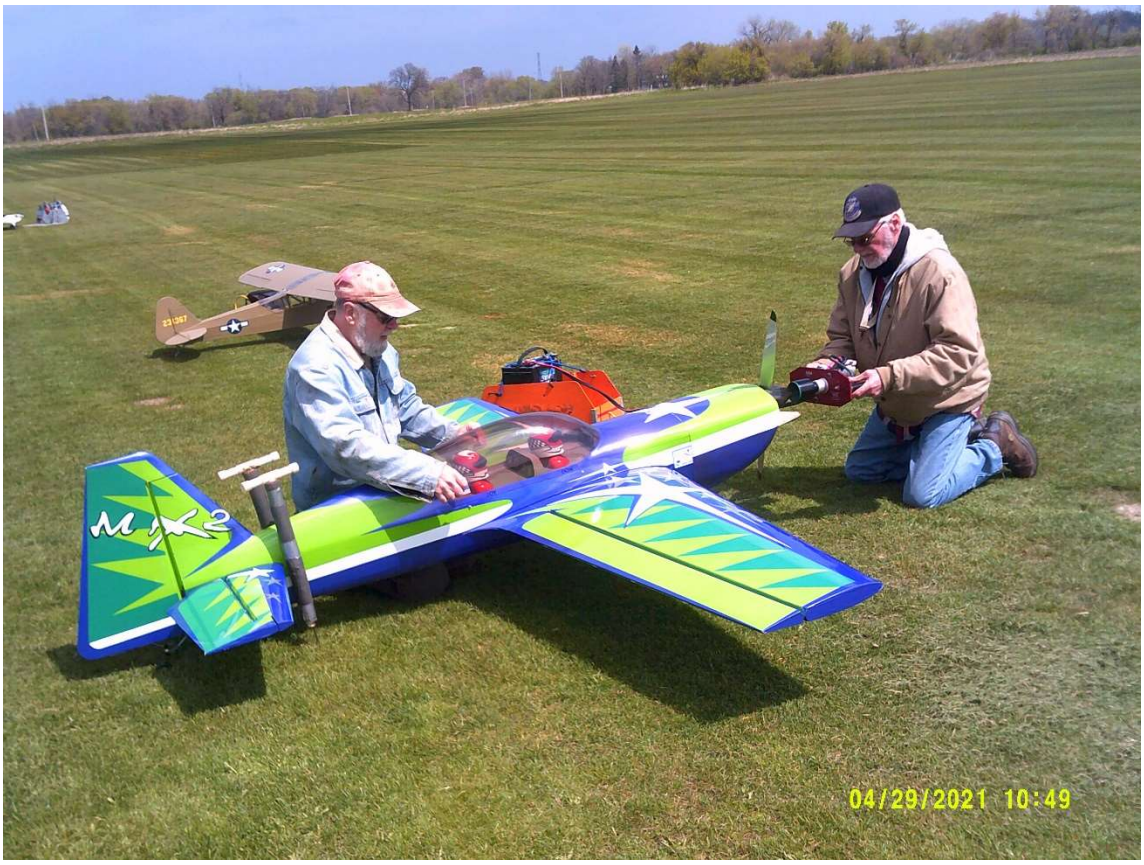
Please contact Jeff if there's something you would like to see in the newsletter.

## PHOTOS FROM THE FIELD

Clyde Denzer sent the following photos for this month's newsletter.  Thank you, Clyde!

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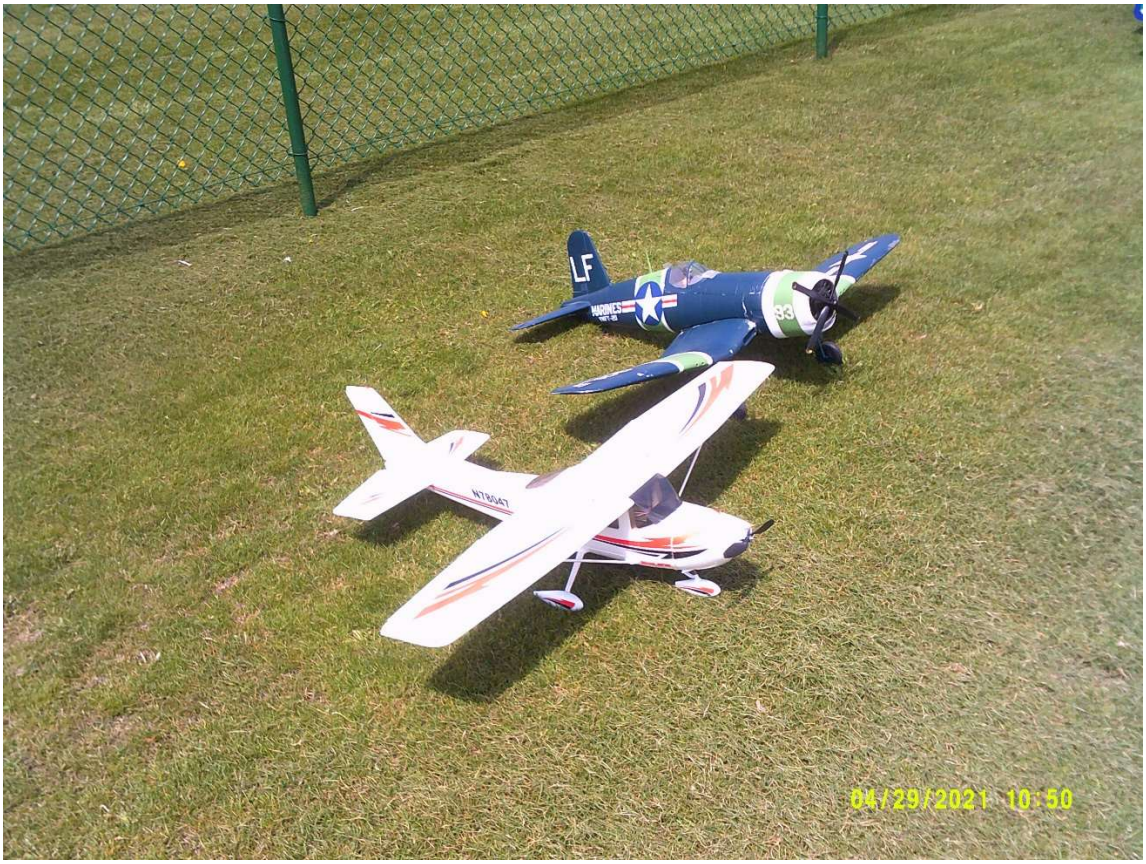
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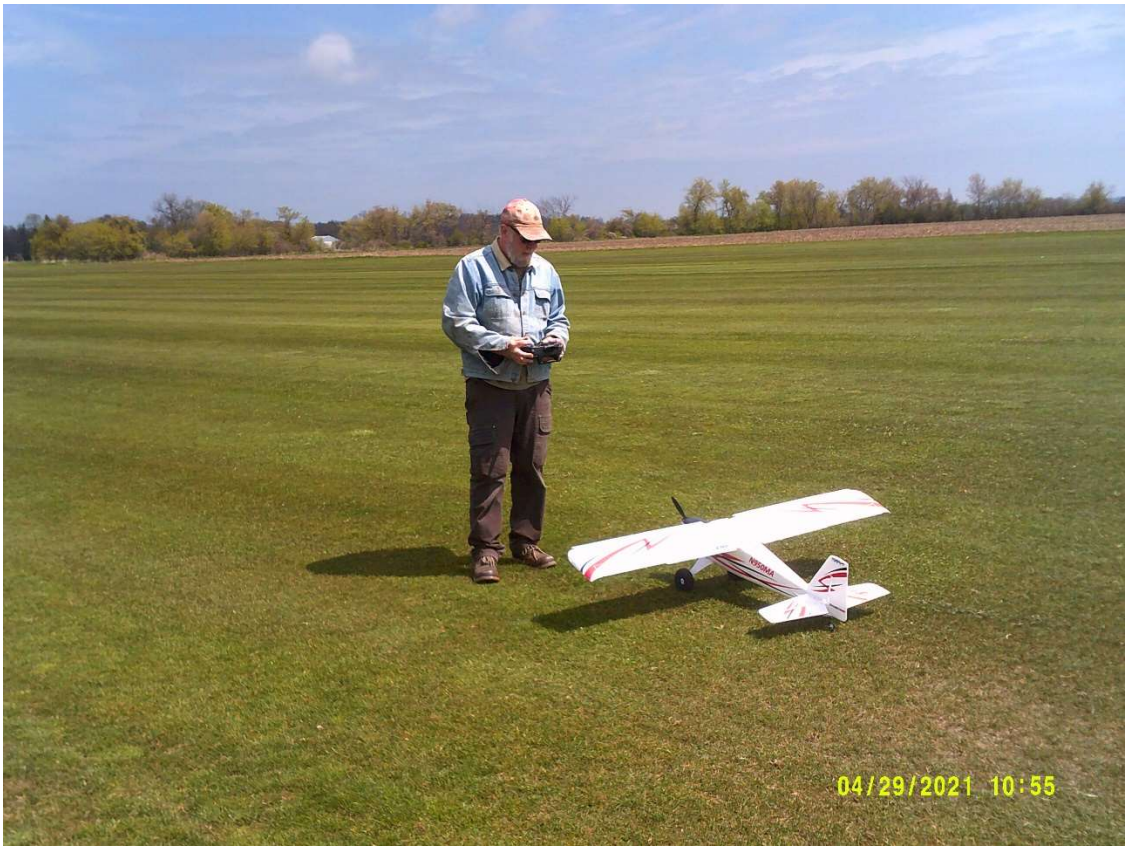
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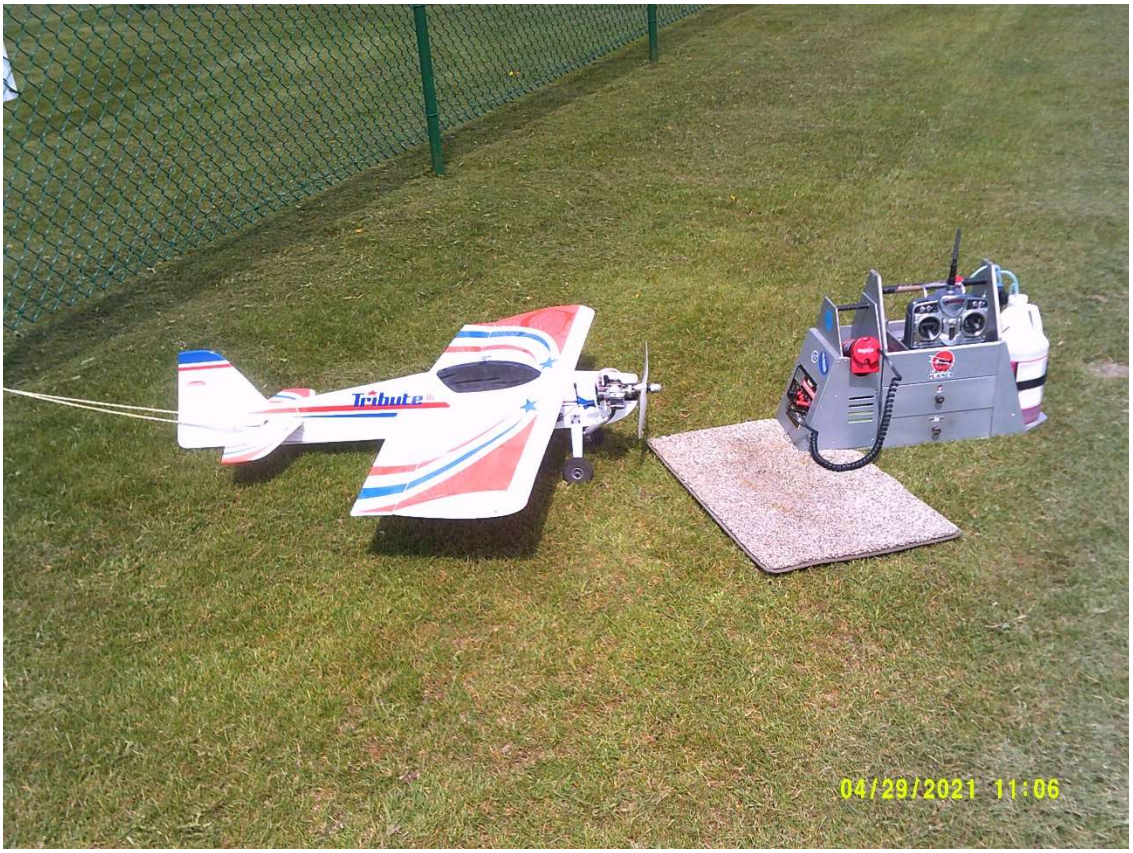
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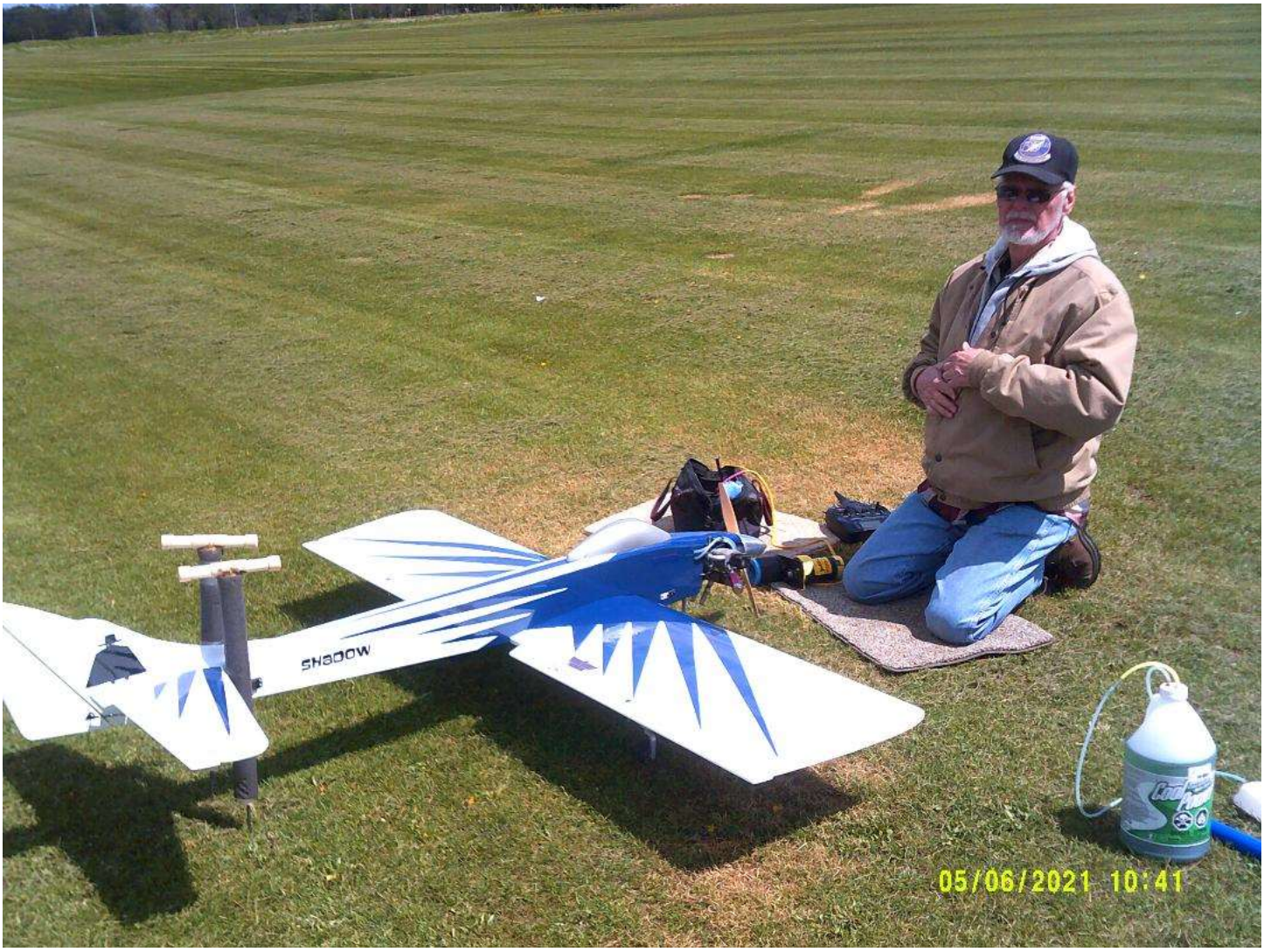
## Maiden Flights

Clyde Denzer sent me this photo and write-up about Don Kunath's new Shadow, which flew for the first time on May 6th. Congratulations on the maiden flight, Don! The Shadow looks awesome!

Don drew up this design and built it from scratch. He has branded it "Shadow" (maybe the Shadow nose).
Today was the maiden flight and it was all he had desired, if not more. It is powered by a glow four stroke and sounds as good as it flies.



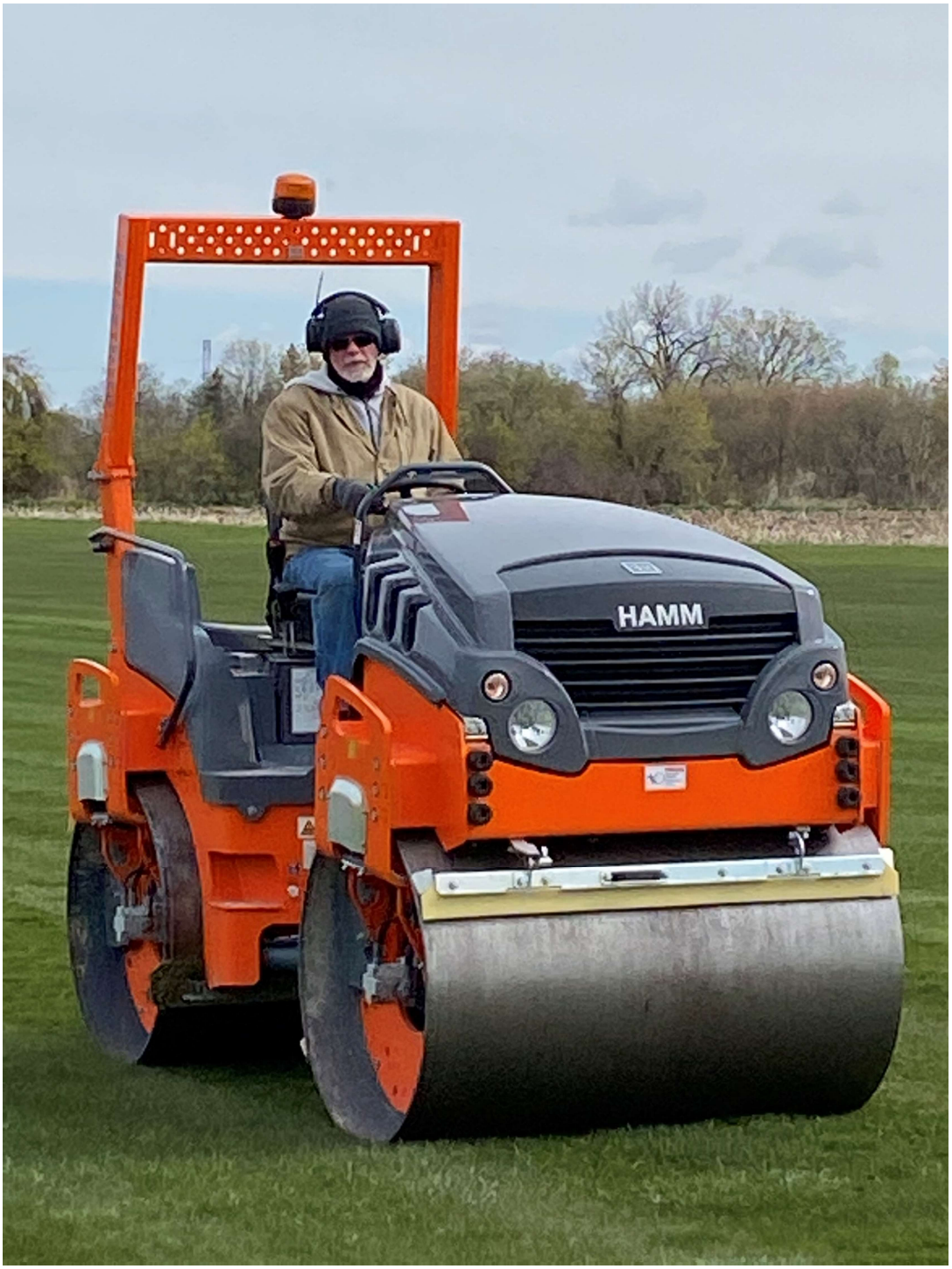

## Airplanes For Sale

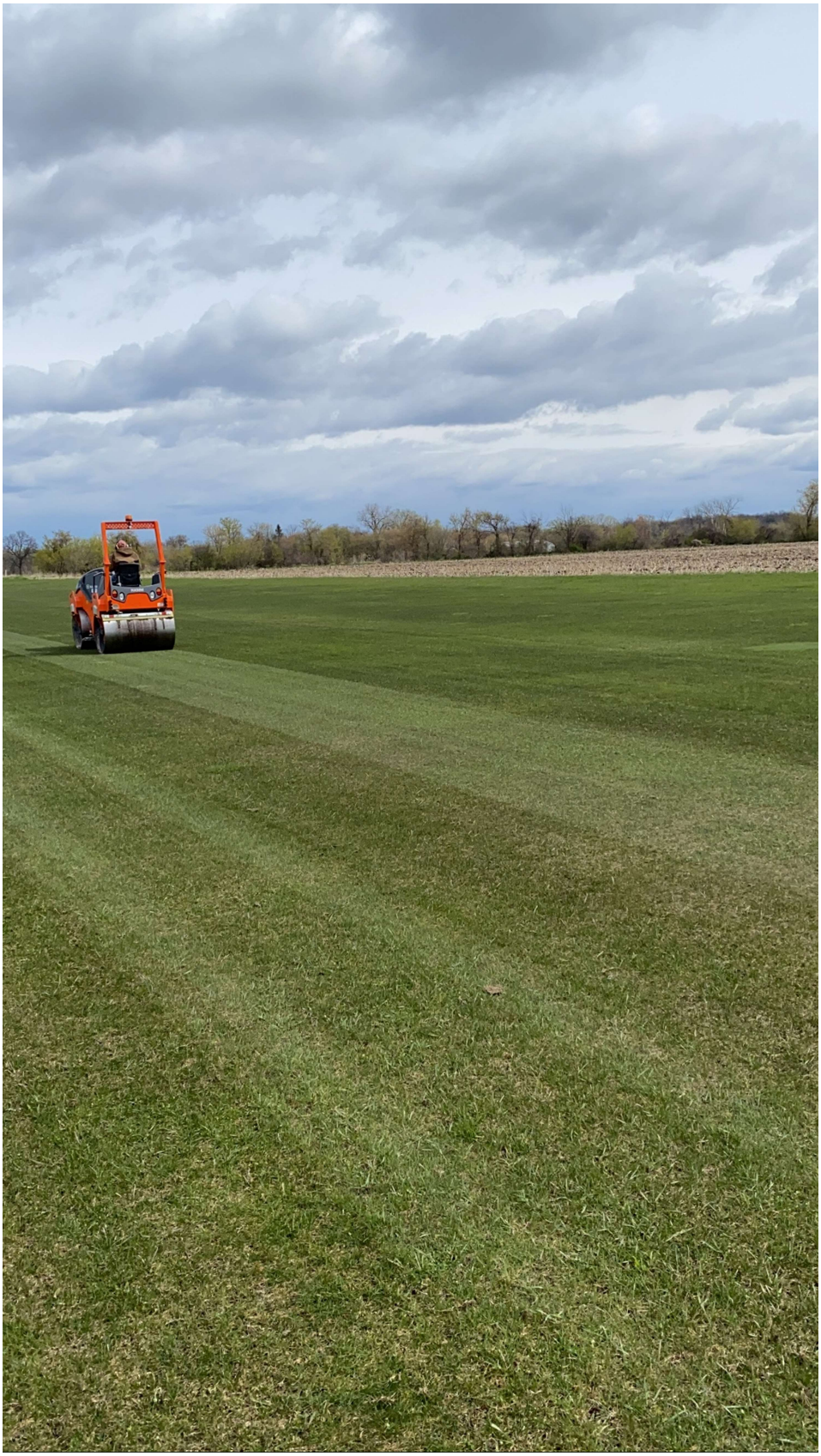
Ziroli Corsair Fiberglass Fuselage and full wood wing kit (and plans I believe…). The owner intended to build years ago, but never got around to it.

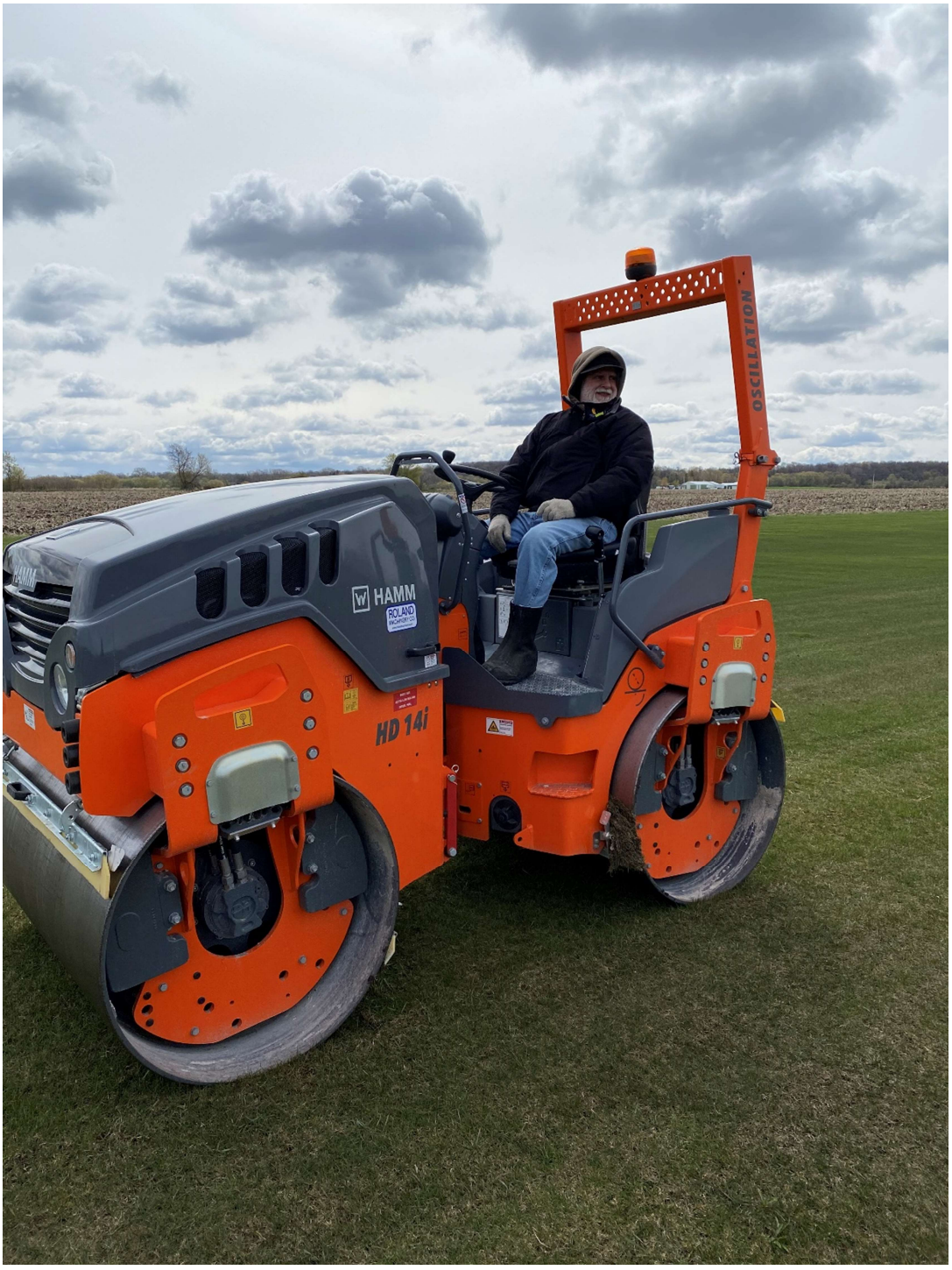
Contact: Dean at 920-979-7739

## Rolling The Field

A big thank you goes out to our members that keep our field in such amazing condition. Thank you to Dan Frost for taking these photos and relaying them to Clyde Denzer for the newsletter. It was a little cooler outside when these were taken!



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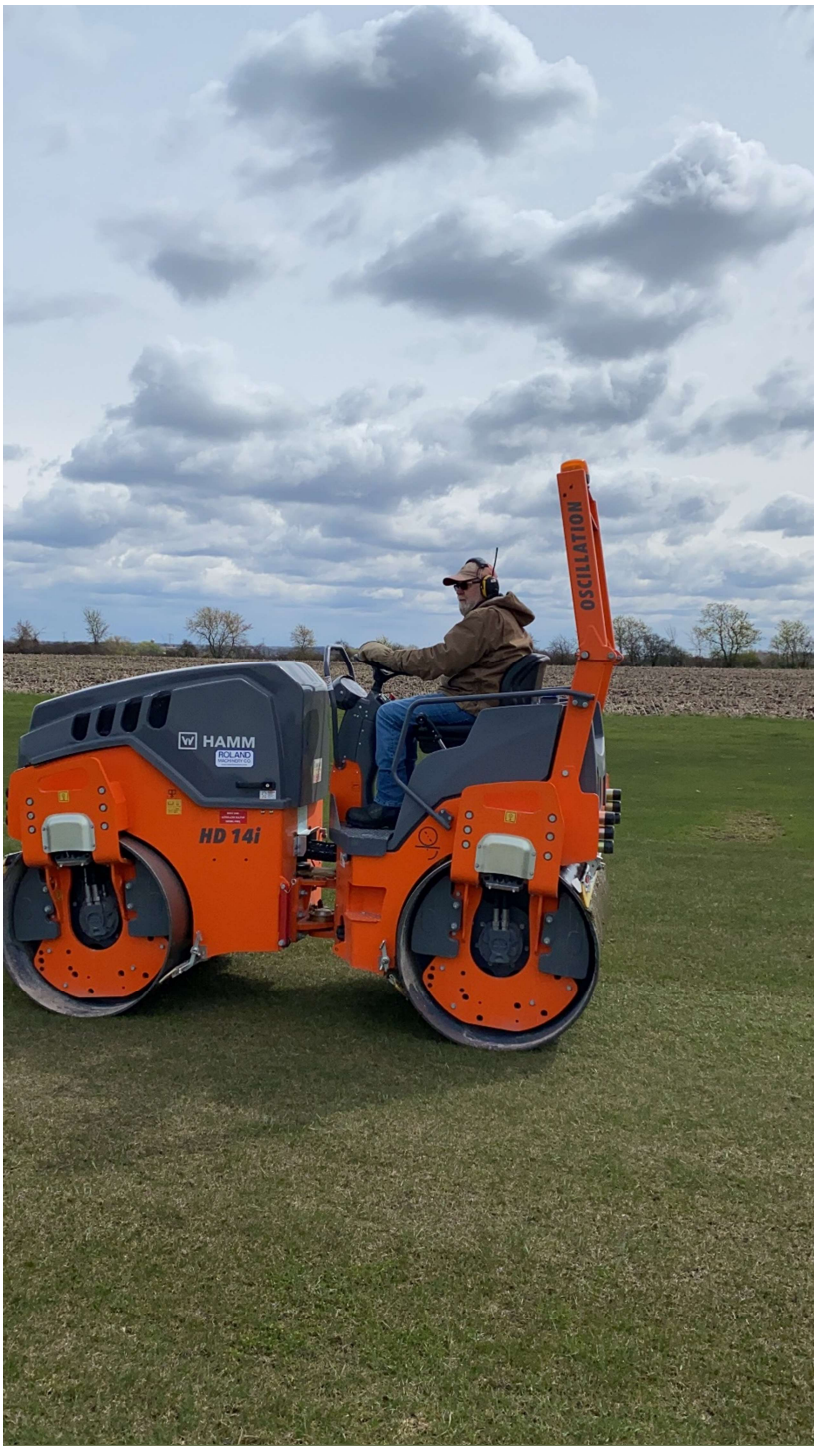
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## Losing Power on Takeoff – Will You Make it Back?

It has been a while since I've written an article for newsletter, and recently I've read a series of interesting articles by Charlie Precourt in EAA's Sport Aviation Magazine. His latest article is titled "So Where Does Your Airplane Land?" The articles are about what to do in the event of losing engine power during takeoff in a general aviation aircraft. The old saying of "the impossible turn" refers to turning back to the runway if you lose power on takeoff. Charlie's articles are fascinating, and I recommend reading them if you can.

While reading these articles, I thought about how this situation could apply to R/C aircraft, and if it would be possible to turn back for landing if you lose power shortly after taking off. As Charlie states in his articles, there really isn't a hard and fast rule because there are so many variables. Some aircraft may be able to make this turn easily, but other airplanes may not make it around. How well does the airplane glide? How much altitude do you have to work with when the engine (or electric motor) stopped? How much airspeed do you have to work with? How much altitude will you lose by turning back when you don't have power? Are you better off trying to land straight-on instead of attempting to turn back?

We are very fortunate to have such a long and wide runway at the club field, and in many instances, a straight-on landing after losing power on takeoff may be the best option, particularly for smaller/lighter airplanes. However, if the situation calls for turning back (such as being near the end of the field when power is lost), do you know if you can safely make "the impossible turn" and make it back to land without finding the corn first?

Charlie suggests practicing "the impossible turn" at a safe altitude by pulling the throttle back to idle and making the turn. Remember, the turn will be greater than 180 degrees (maybe closer to 270 degrees in a fast airplane) and must allow for a secondary turn to line up with the runway after turning around. He suggests keeping this scenario in mind on each takeoff. Frankly, any advice from an astronaut and test pilot is worth keeping in mind!

It's worth mentioning that all aircraft will lose altitude in a power-off turn. How proficient are you at power-off turns? It's imperative to maintain enough airspeed in such a turn to prevent a stall. The only way to maintain airspeed without power is to trade altitude for airspeed. Safely practicing such a turn with sufficient altitude to maintain airspeed (or recover from a stall if you slow down too much) can save your plane if you were to lose power on takeoff. Repeated practice could allow you to make "the impossible turn" without losing too much altitude yet maintain enough airspeed to prevent a stall.

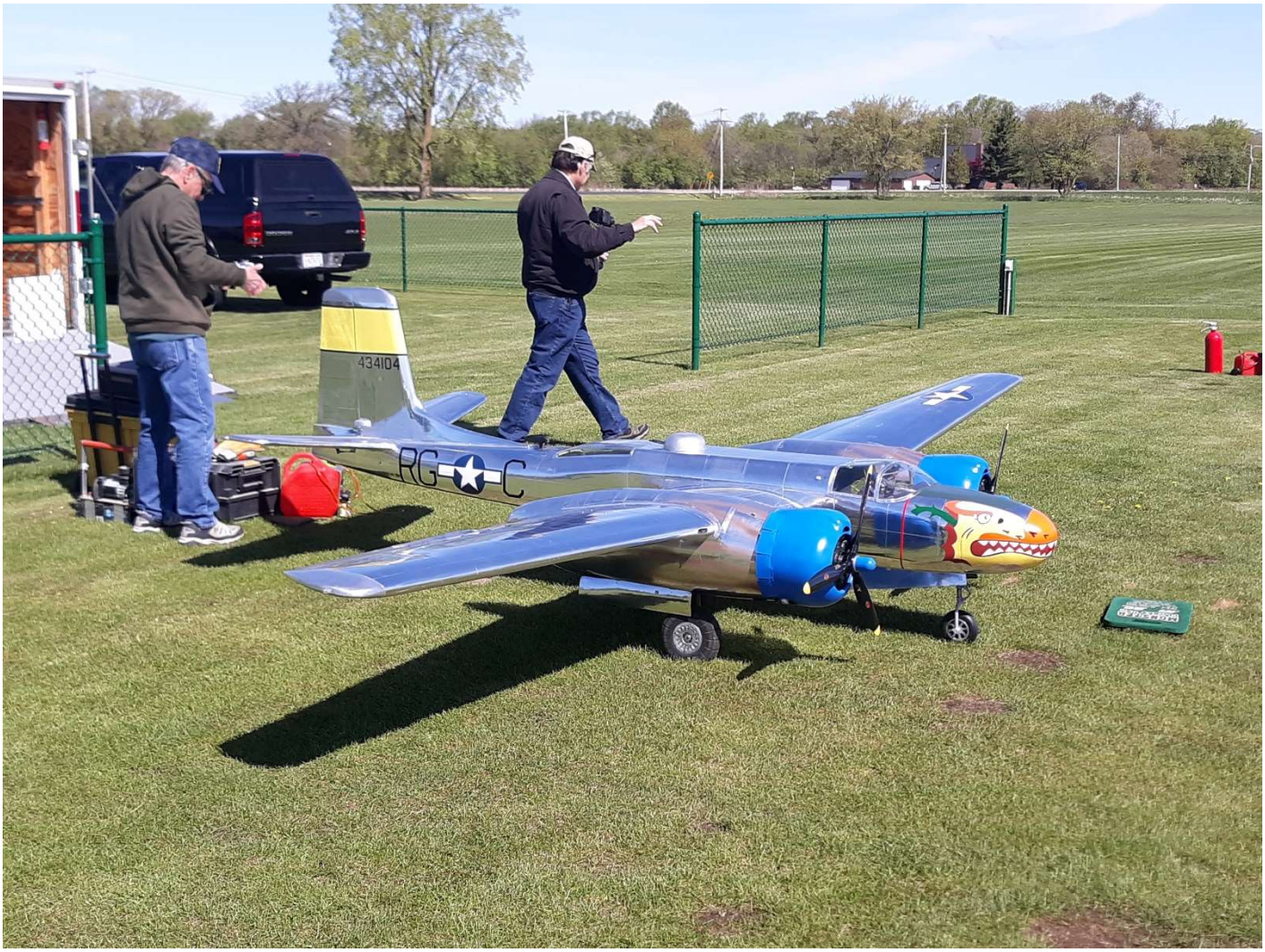
Practice these turns at different bank angles to see how your airplane responds. The most important thing is to make sure to maintain enough airspeed to prevent a stall. If you decide to practice this turn, make sure you have plenty of altitude. Stalling while turning back will almost certainly result in more damage than gliding into the corn. Another thing to keep in mind if you turn back after takeoff is wind direction. Chances are, you will be landing downwind after turning back.

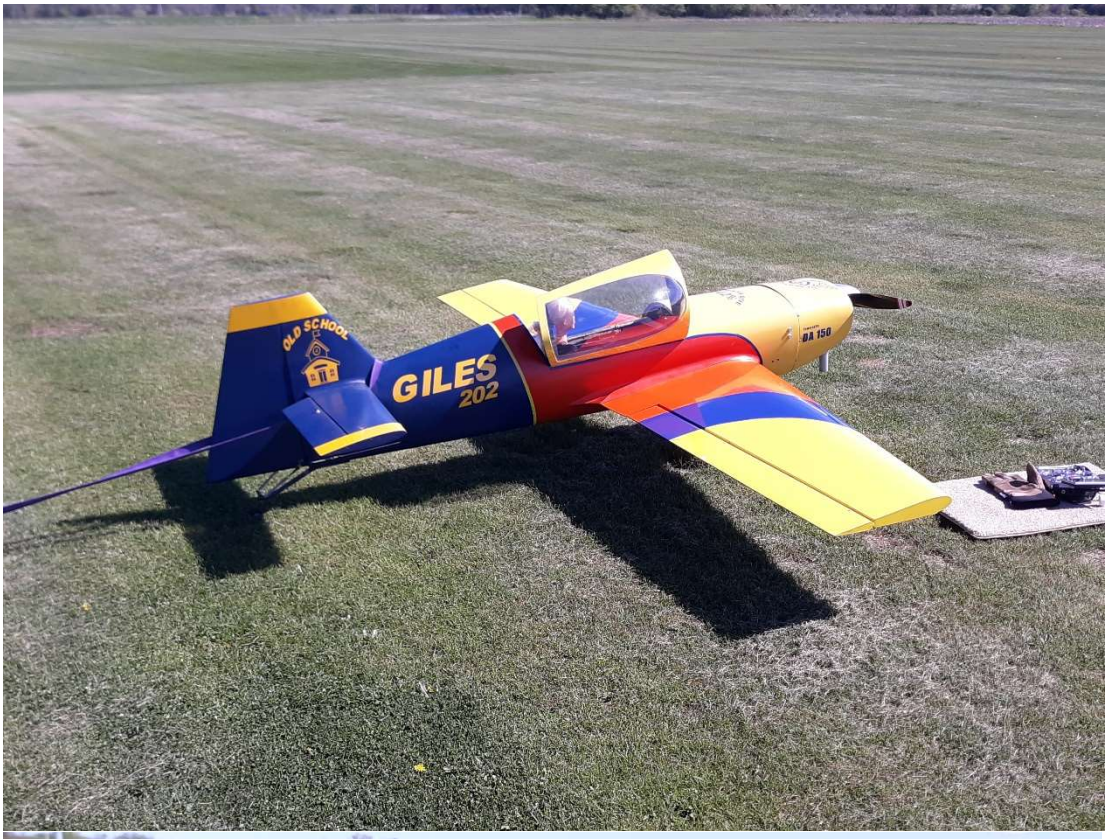
This article was intended as "food for thought" more than actual advice or instruction. Frankly, before reading Mr. Precourt's article about the subject, I hadn't given it any thought. A little preparation and knowing what your aircraft is capable of, in addition to a little practice, could greatly increase the chance of a safe landing if you lose power right after taking off. Happy flying!

Jeff Bergen

## Some More Photos

Here are some of my photos from a few weeks ago at the field.

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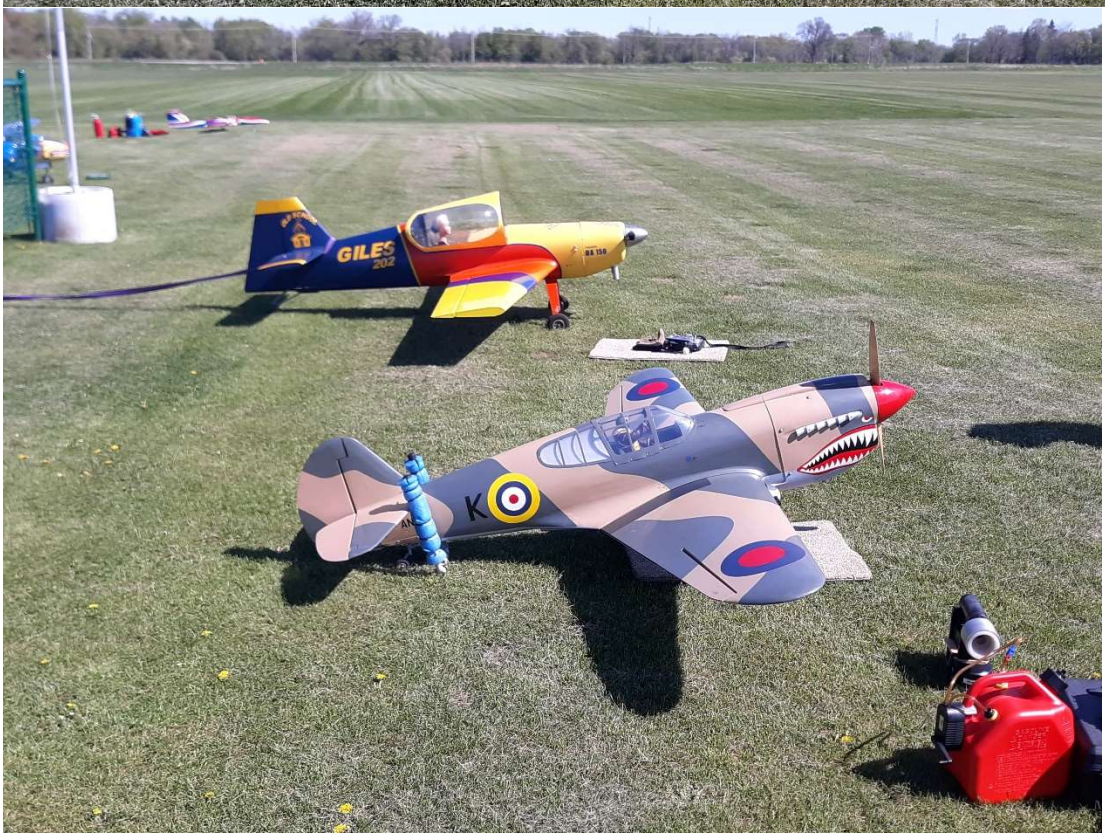
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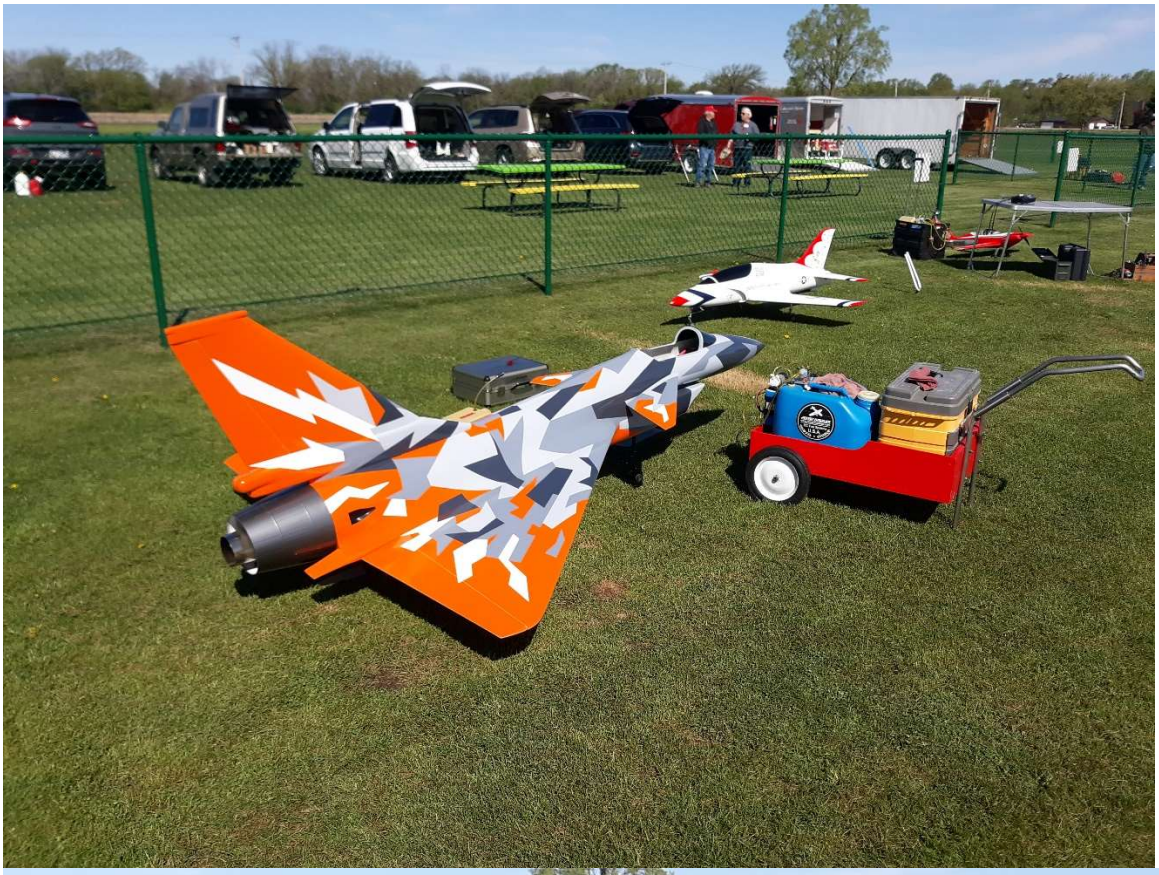

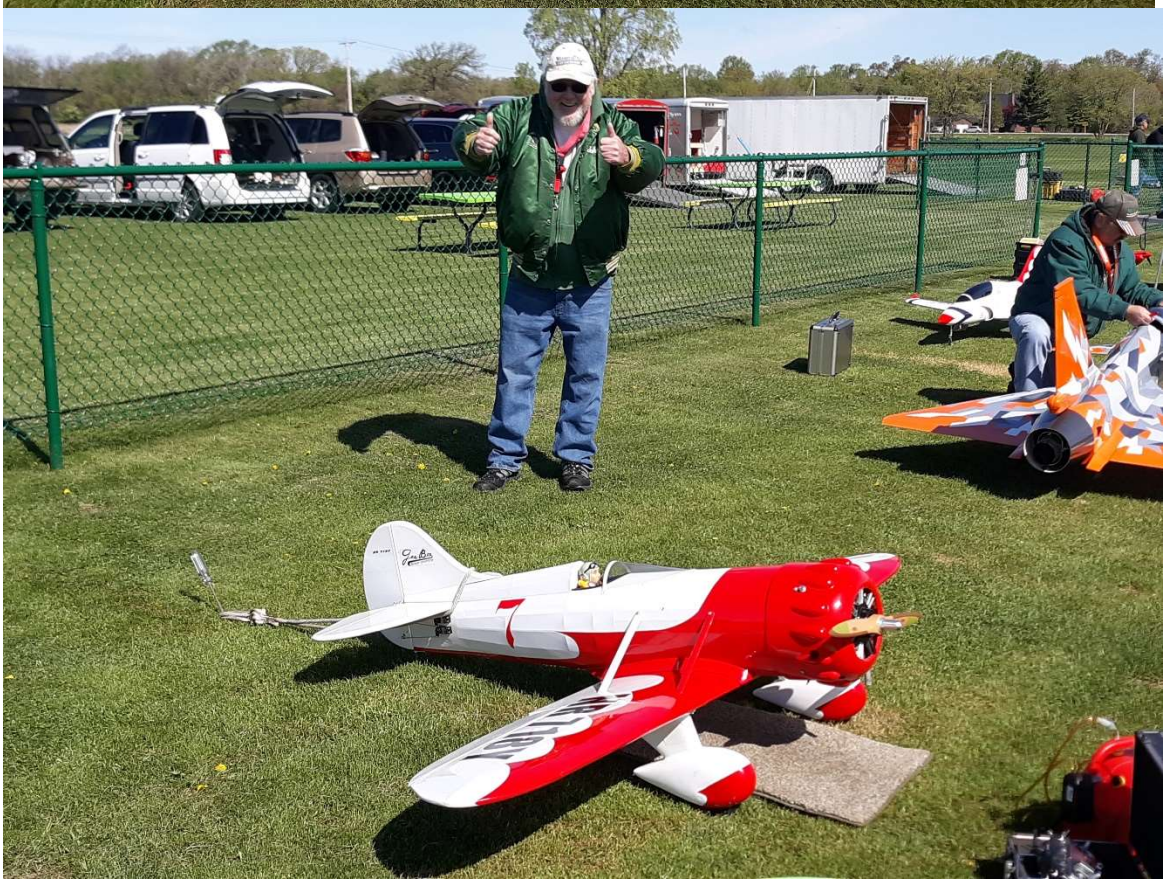

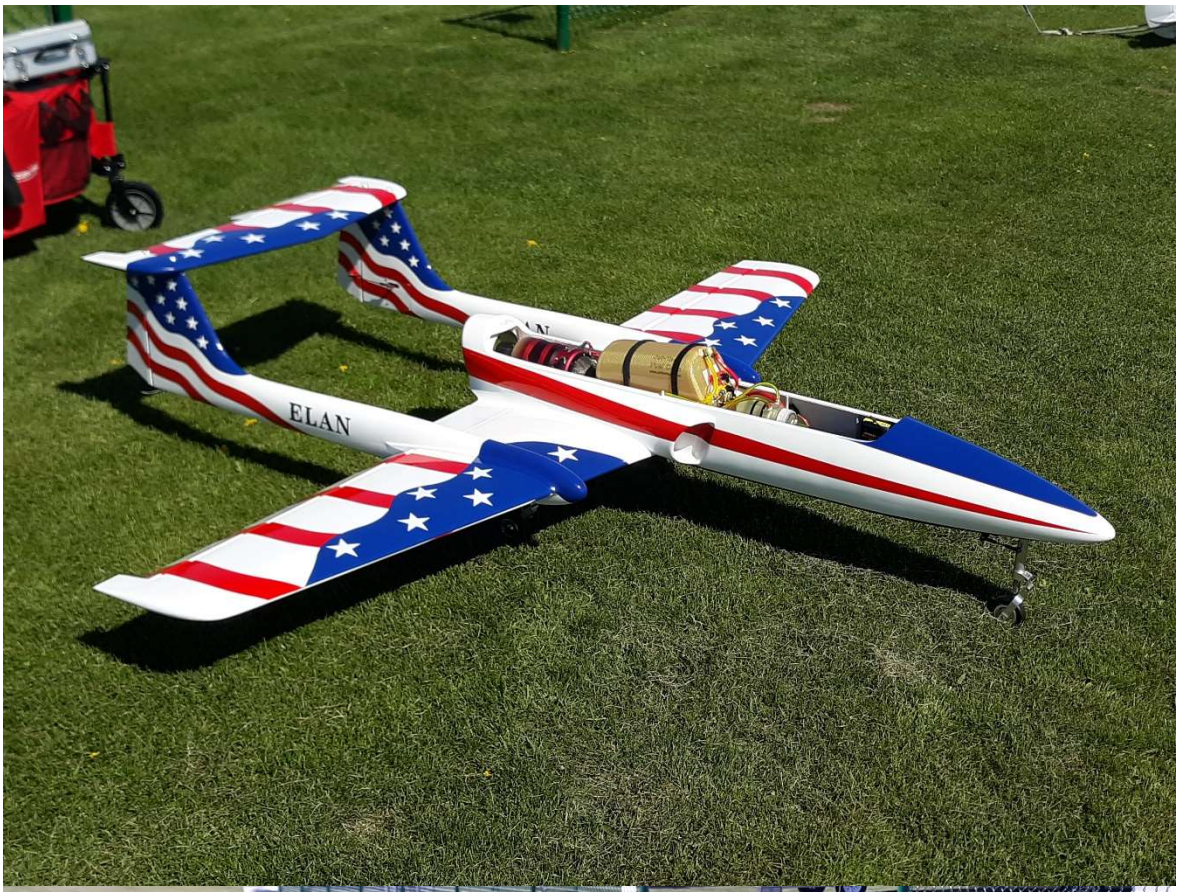
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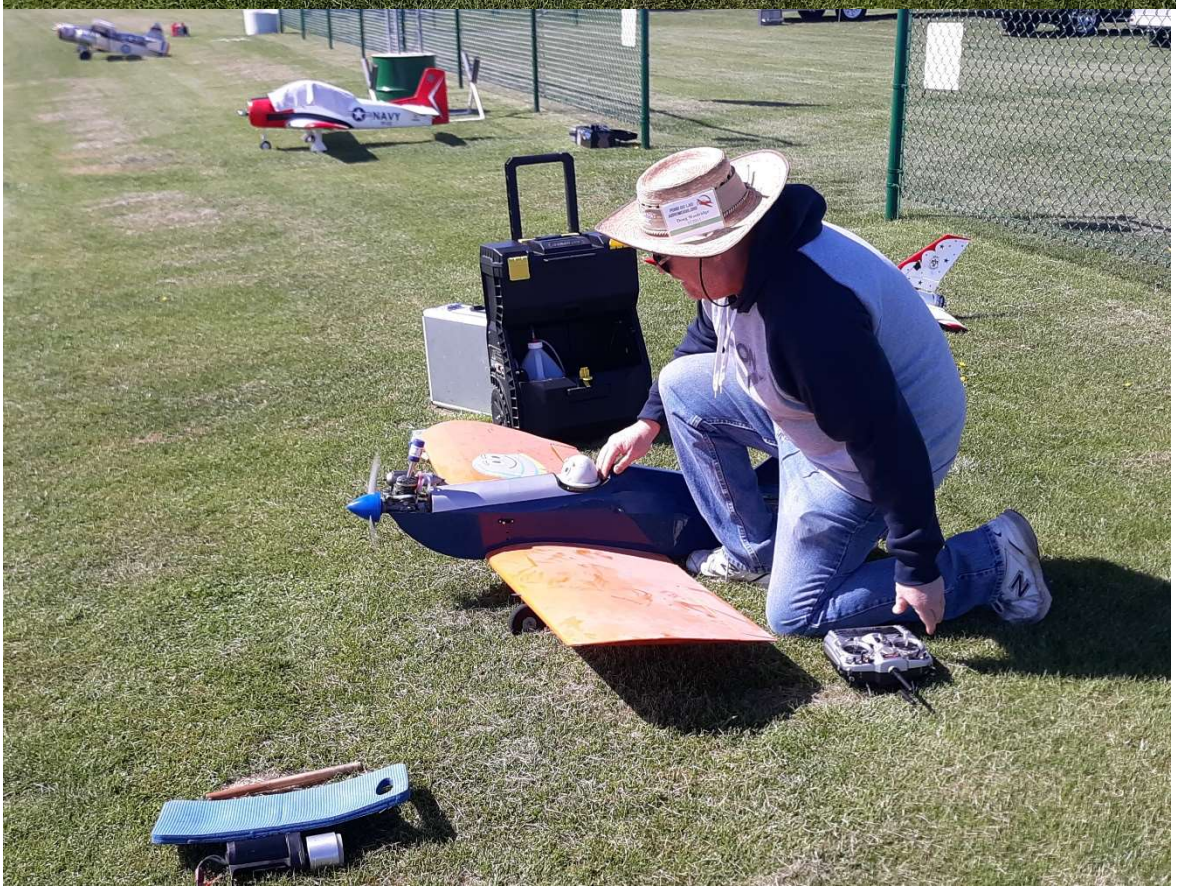
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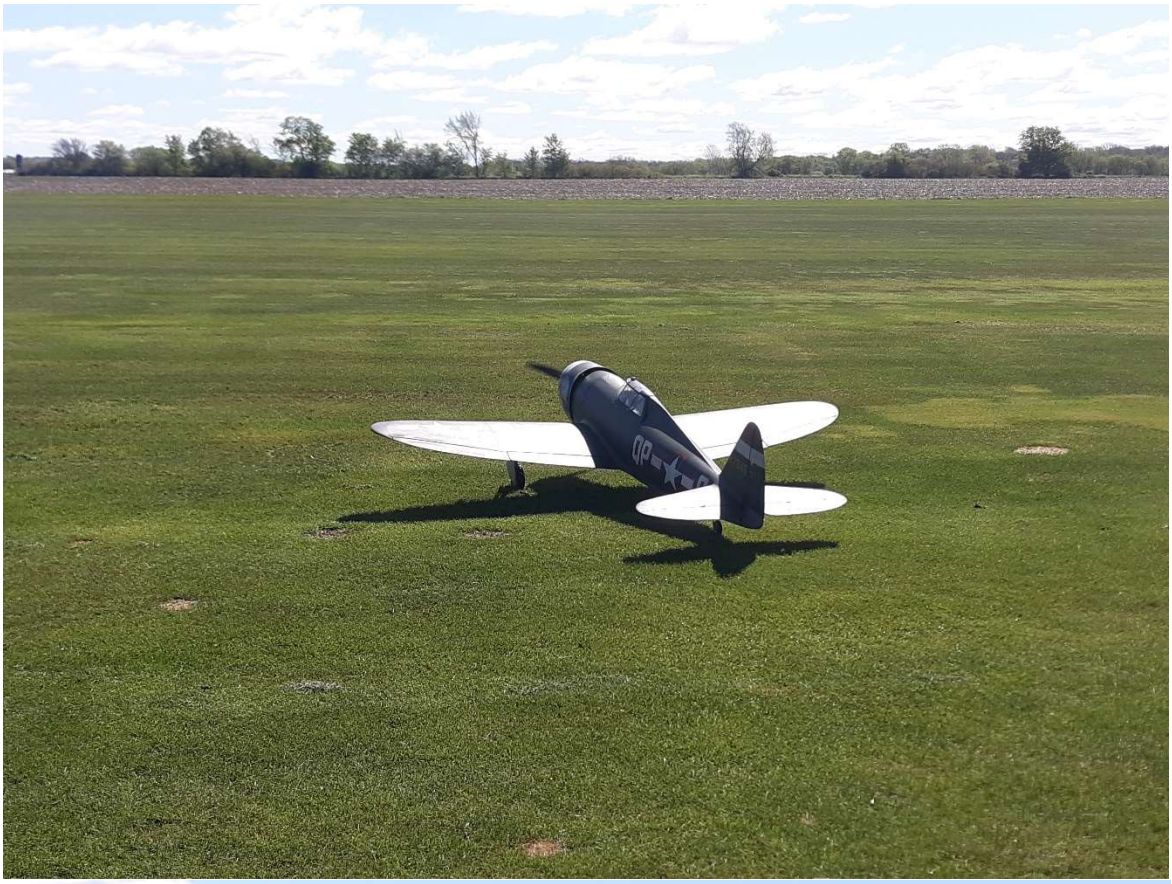

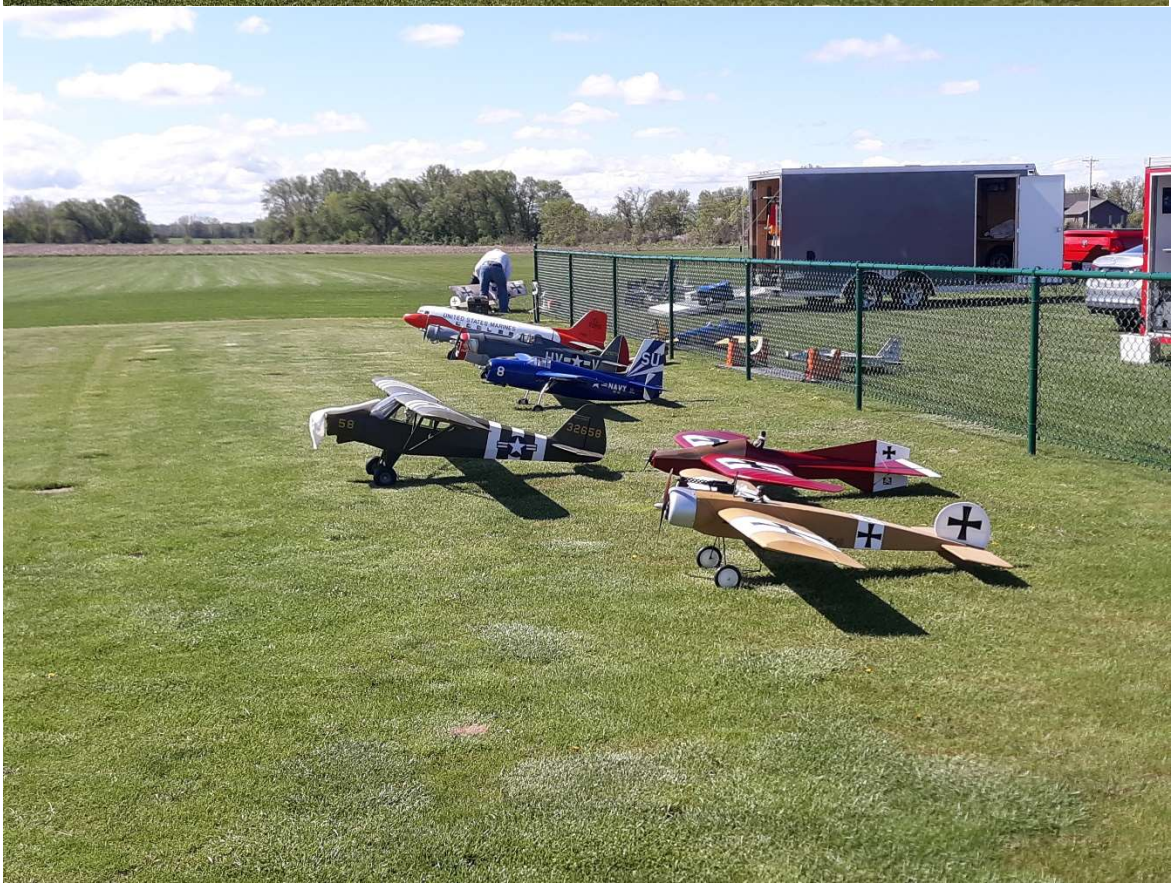

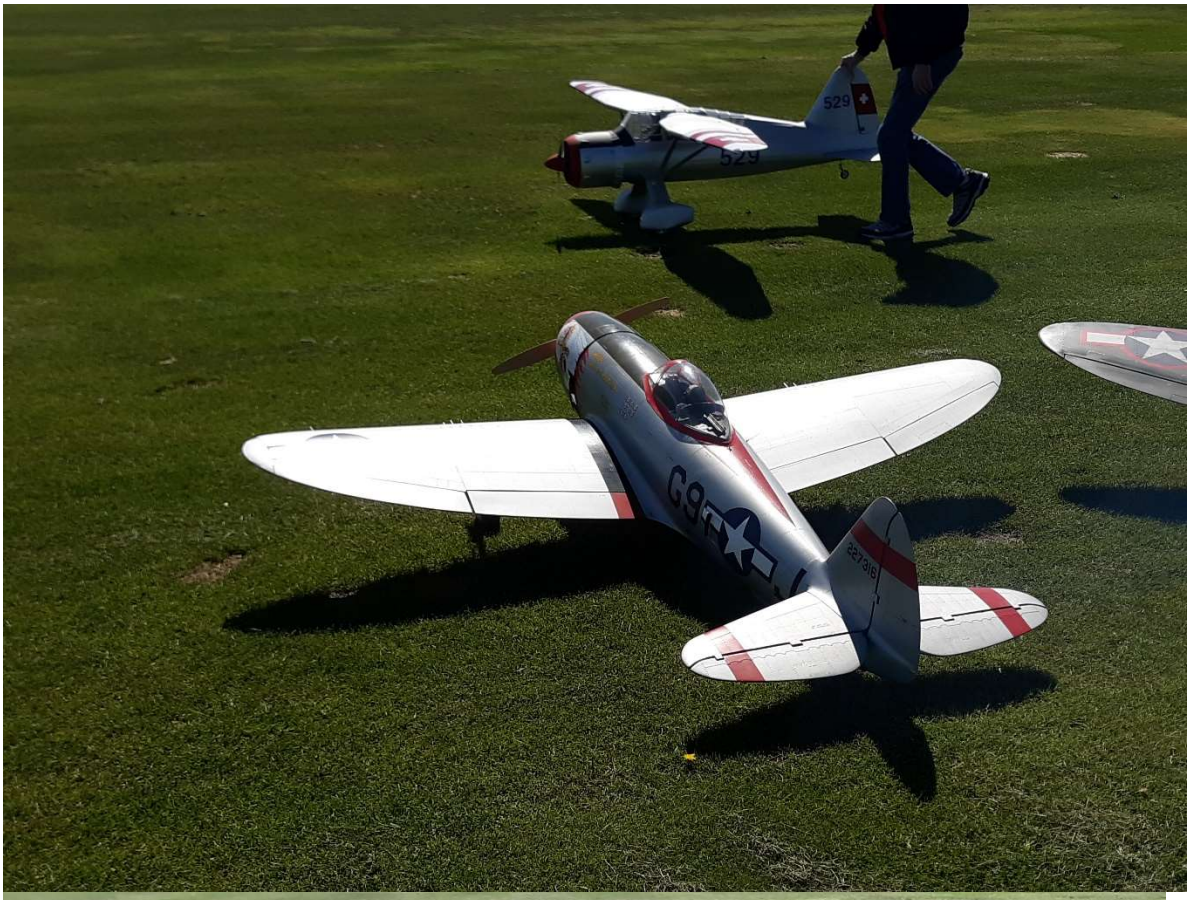
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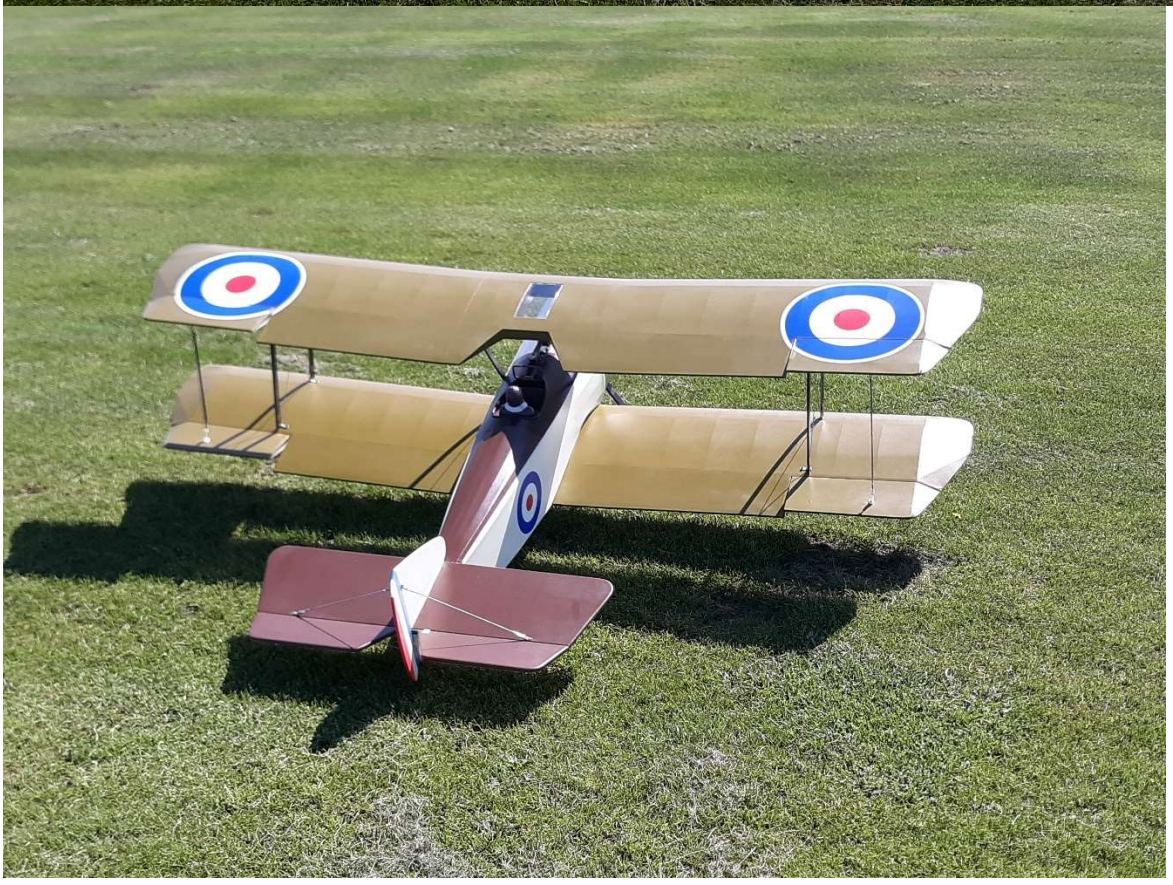

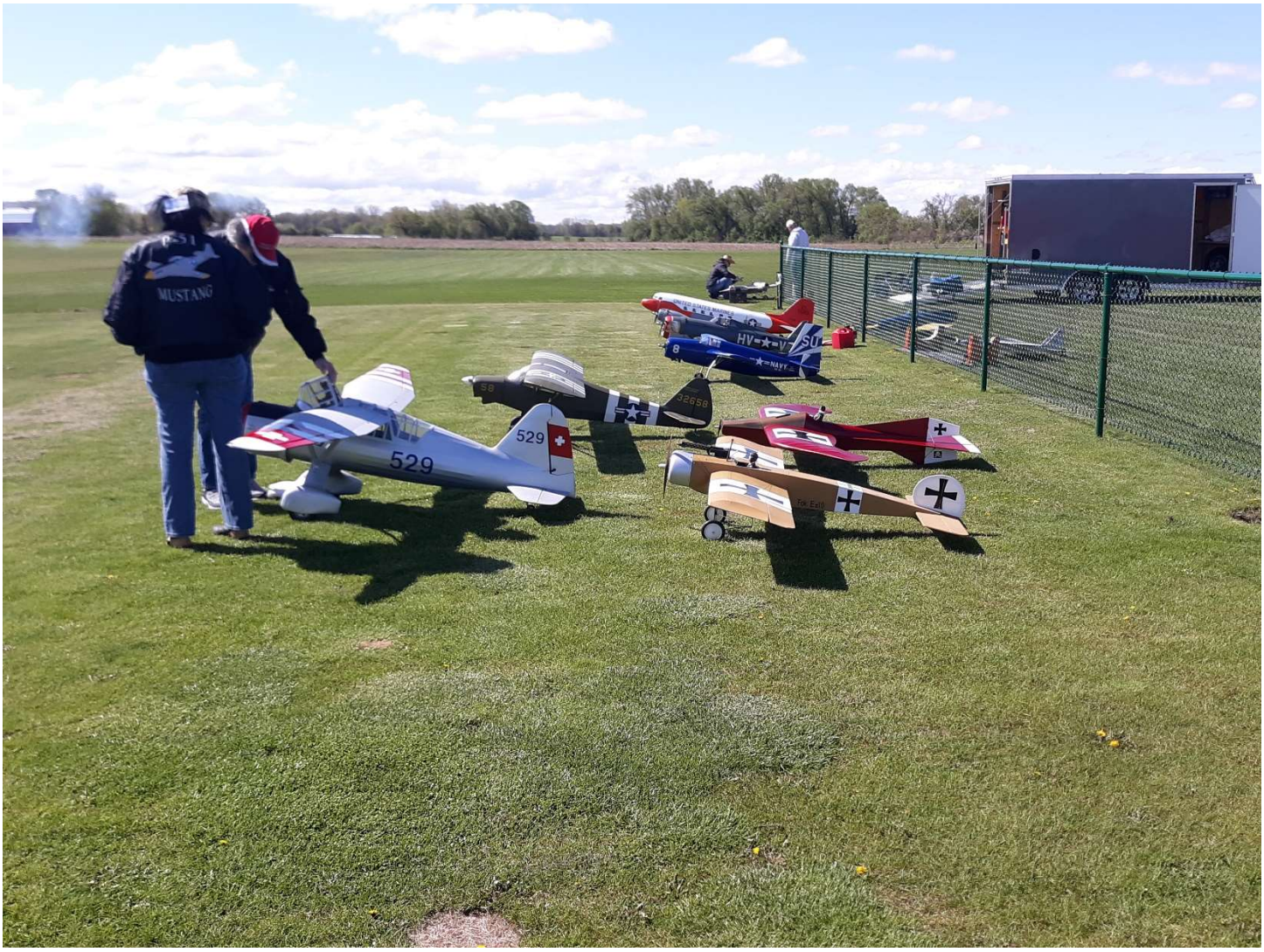
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