

## *Message from the President*

My Fellow Pilots,

The mornings are getting crisp, and the sun seems a little brighter but not overwhelming. The cooler breezes are now blowing in from the Northeast. I look out over the airfield and the activity is picking up. There are few more familiar faces and some new ones as well. We now migrate to the sunshine to keep the chill off as the shelter of the shaded areas does not hold as much appeal as it did in the summer months. This change happens every year and will continue into the unforeseen future. A melancholy thought, maybe. A glimpse at passing time that has been slowly but steadily taking its toll, could be. Or possibly a story as bright as the sun itself. Our sport, hobby or craft call it what you will has had a great and constant evolution. Not an evolution where the past is thrown out in favor of the new. An evolution where the future shares the same time frame with the past. How can this be you ask? Well next time you walk down the flight line look at the different aircraft we fly. There are still models made of wood, plastic, and fiberglass. Foam has taken the number one spot as being the most common, but it shares the airspace with the rest of the models. Although the hum and growl of nitro and gas is rare these planes still reside in club member's garages. The radios we use are wide and varied but everyone one of them are not new, I would hazard a guess that most have some age on them. This brings me to my point. The evolution of our hobby is not a death knell to the older components we grew up with, learned on and loved along the way. It is only a widening of the scope of our sport. The controlling component in all this is you and your desire to participate in your own way. Sure, we have changed a lot, we look at transporting our models in small vehicles. Avoiding the mess of gas and nitro. The ease of the Almost Ready to Fly (ARF) builds. We now charge batteries instead of pumping fuel into tanks. We bind our transmitters to receivers without a channel board or flags. As the years pass we need not wonder what happened to the "good ol' days" because they have never left us. They now exist in our present day but in a different form but are always with us peeking out from a well worn field box or a beloved transmitter case. Regardless of where we are in our RC Model Aircraft journey, we find it is the right place, at the right time and with the right people.

Thank you and have a great flying day. *John Flood*



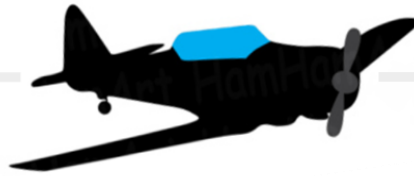
## November Meeting Notes

- Please take a moment and say "Hello" to our new members as you meet them at the flying field. It is very important to the club that everyone feels welcome and has a great time in the club.
- Club dues will be raised to \$100.00 starting the first of the year. You can pay dues for the next year at anytime now.
- Let's keep the airfield clean! Please pick up all trash and cigarette butts off the ground. The airfield is a great place for our club. We have amenities and a great flying location. As we look to attract new members and retain current ones it is imperative that we keep the location looking good. Please do your part in helping everyone have a great flying experience.
- The board members looked like they are up for another year of administrating our flying club. Although we are not sure why, we do appreciate their efforts in all aspects of keeping our club on a solid footing. Thank you for stepping up again!
- We would like to thank all those who donate equipment to the club whether we auction it or use it ourselves it is a great expression of one those who care for our sport and a beautiful memory of the ones who have taken their final flight.
- Next meeting will be at the airfield on January 15, 2022 at the airfield unless otherwise notified.



## Club Officers & Staff

<u>President:</u>	John Flood 727-845-4844 jflood2@tampabay.rr.com
<u>Vice-President:</u>	Phil Kumalae 727-372-3217 pkumalae@msn.com
<u>Treasure:</u>	Dave Miller 727-247-6987 dmiller@gate.net
<u>Secretary:</u>	Vic Tyber 727-452-3823 vicytyber@gmail.com
<u>Board Members:</u>	Jon Bovis, Robert Aguis, Tony Evans
<u>Web Master:</u>	Tony Evans 727-480-7813 tonyevans1@verizon.net
<u>Editor:</u>	Bruce Border 270-304-5231 beborder@charter.net



## Training Notes.....

New member as well as long standing member training is on going every Tues, Thurs and Sat morning from 9 AM to 2 PM. The Eflite AeroScout S 1.1 is the most popular trainer for new members and those that left the hobby with glow engines from the 1970-1990 period.

While other designs may have the looks and appeal of a trainer the "Scout" is the easiest and most durable design that is worth the \$200-\$250 investment because the equipment is new, reliable and is the easiest to fly. Yes you can get a free model or your father's balsa glow powered design. But my experience is that most end up crashing and cause serious injuries to people and property nearby.

The new NX transmitters are gaining popularity at WPMPA. My estimate is that there are at least 20- 25 members that have upgraded from the DX6,7,8 and 9 transmitters. The screens are easier to see and the volume is loud like the DX9. Telemetry features like flight pack voltage and low voltage alarms are more accurate than count down timers. Recently when Mike Kern's Conscendo lost flight pack power to the ESC, receiver and servos both the instructor and student's NX transmitters had visual and audio alerts that stated that the ESC had lost power. The Frames and Holds on both transmitters verified the loss of power and this made the problem known and the solution understandable.

While some may benefit from the club's long and extensive syllabus created by Bob Anderson and myself 5 years ago I have adopted a custom training syllabus depending on the equipment and experience level of the member.

An example is that of Manny Hirsch's Zero that has been converted to electric 4 cell and SAFE receiver. Manny is qualified and has lots of experience with his Great Planes Avistar Elite and 5 cell Ugly stick. However after flying and trimming her out I recommended he not try and master the old Zero that he got. Mainly because I did not have their skills to reliably take off and land the WW2 landing gear design.

The Scout has been a good aerobatic trainer for Mike Kern. After Mike performed 3 full stop landings and take offs I signed him off for solo on the Scout and he then moved to the Conscendo and other designs for aerobatic training. Mike has been mastering rolls, loops and inverted flight with his Scout and this experience will be helpful for more complex designs such as the Conscendo, and E-Flight P-39 that has flaps and retracts.

Dave Anderson have been using his Sig Kadet Senior on 6S to develop programs using our NX8 transmitters. One feature is setting the Aircraft Type to Flaperons. This allows the Kadet to sink with full up elevator for tail down, main gear gear no bounce touch downs. Taxi on the runway with both ailerons up minimizes wing lifting with our constant 5-15 mph Easterly crosswind components. When we apply power the Spoilerons automatically retract for take off or go around. This is done using the NX (or DX) transmitter flight mode custom edit table. I have adopted a similar program for my Marlin trainer EDF. The purpose is to demonstrate the features that can mitigate and delay stall while maneuvering on base and final approach. Dave has also found a way to get Variometer (as well as Altitude telemetry info on demand with 3 position switches. Articles will follow. If you have questions or comments please contact me.

Email: [Victyber@gmail.com](mailto:Victyber@gmail.com) Cell: 727-452-3823

Have a pleasant flying experience

*Vic Tyber*



# Vapor Trails

November Edition 2021



## *A Day at the Field.....*



No Really Drones can fly! I have seen it...



Catch me if you can!



Yes! "That is your plane" I know this because mine is still on the ground"



Hmmm... If you push something on that then something on this moves, or so I am told.



We have planes, We have RC stuff and we have time. We are happy....



The reason it is not working is you ran out of pixie dust.



## Aircraft of the Month

### Extra 300 3D



The E-flite® Extra 300 3D 1.3m scale model offers nearly unlimited aerobatic and 3D performance potential—even beyond that of the full-scale design. Its fully-molded EPO airframe is composite reinforced for an outstanding blend of rigidity and durability while also being as lightweight as possible. Fast and precise factory-installed digital, metal-gear servos and ball-link equipped linkages drive the oversized control surfaces to deliver incredible 3D and precision flight capabilities. The 3S and 4S compatible power system features a 60-amp ESC that pairs perfectly with the outrunner motor equipped with a lightweight wooden propeller to deliver outstanding thrust and vertical performance, plus extremely crisp throttle response. So whether you fly it mild to hone your sport or precision aerobatic flight skills, or fly it wild to perform the most aggressive 3D maneuvers, the Extra 300 3D 1.3m will offer unexpected levels of capability and performance you'll enjoy flight after flight.

**Manufactured By:** 

- ➡ **Fast and Precise:** Factory-installed digital, metal-gear servos with ball-link equipped linkages
- ➡ **Unmatched Stability:** Using the precision of AS3X® technology for smoother flight performance
- ➡ **Easy to fly:** Using the optional-use SAFE® Select flight envelope protection
- ➡ **Solid Landings:** Rugged landing gear with scale covers and wheel pants
- ➡ **Easily Transported:** Removable wings and easy build up makes getting in and out of your vehicle and no brainer.

### RC Hobby Suppliers





# Vapor Trails

November Edition 2021



## Businesses & Services

Take a moment and visit the following business if you are in need of their services. We are part of the community and growth is key to our enjoyment, longevity and success as a model airplane club. By furthering our relationships with folks who have businesses in our area we can promote our club and our enjoyment of RC Flying sport to our community.

**A & J  
AUTO & DIESEL**  
ASE Certified Technician  
Peeco Plaza  
12635 U.S. 19 #6  
Hudson, FL. 34667

JOHN HENDERSON (727) 869-3286

Visa & MasterCard Accepted

**Florida Stairlifts Inc.**  
"Your Stairlift Experts"

**Jon Bovis**  
4413 Madison St  
Ste 9001  
New Port Richey  
Florida 34652

Tel: (727) 534 9828  
Fax: (888) 605 0174  
Email: StairliftExpert@gmail.com  
[www.FloridaStairlifts.com](http://www.FloridaStairlifts.com)

**Jim Lombardi**  
**Acts Pest Control**  
Over 20 years of experience  
2741 Haverhill Ct.  
Clearwater, FL 33761  
(727) 560-7428

**N-2 Pools & POOL SERVICE**

Chris Handley  
Owner / Operator  
**352-777-5115**

**Garo SIGNS & GRAPHICS**

custom signs sandblasted displays  
banners vehicle graphics logo design  
magnetics store fronts yard signs

37548 US 19, PALM HARBOR  
SIGNCHOICE1@AOL.COM  
727.940.3496

**ATS**  
**ALL TREE SERVICE**  
TREE REMOVAL • TRIMMING  
STUMP GRINDING  
Licensed FREE ESTIMATES Insured  
Steve Jeff  
(727) 272-2102 • (727) 224-3796

### Contact Us by Mail at:

West Pasco Model Pilots Association Inc  
PO Box 234 Elfers, FL 34680-0234

*"We promise we will find someone who can read it"*



<https://www.modelaircraft.org/>



Federal Aviation  
Administration

[https://www.faa.gov/uas/recreational\\_fliers/](https://www.faa.gov/uas/recreational_fliers/)

### Editorial Disclaimer.....

***The views expressed in this news letter are not necessarily the opinions of the club as an organization. The newsletter is in existence to inform its members and anyone else who is bored enough to read it. All complaints should be directed to Ralph\_the\_Wonder\_Lama@wedon'treademails.com***

But really folks, If you have any questions, comments or would like to see an article in the newsletter then please contact me by email or phone.

Bruce Border email: [beborder@charter.net](mailto:beborder@charter.net) 270-304-5231