

FLYING TIMES

The Official Newsletter of the Valley RC Flying Club



Santa's Elves conducting some Advanced Aerodynamic R&D for Santa.
Photo by Foster.

PRESIDENT'S CORNER

I have to kick myself as last month I went on about checking your airframe quite often to catch things before they happen - well I had put on a new gasket on the muffler-to-engine connection because of a leak and I said to myself just after I put it on that I should check it after each flight for awhile because I have found previous gaskets compress and let the bolts loosen. Well I forgot - and 3 flights later the muffler came loose in flight and hung down. Could have resulted in a crashed plane, as when that happens the fuel pressure line doesn't get exhaust pulses to pressurize the tank. Some engines setups will not run without a positive pressure in the tank. The engine could have quit and resulted in an unpredicted landing in a place I didn't want. I did land the plane OK and didn't lose any of the muffler bolts.

Not so good news -- Received an Email from Tim Blankenship saying that due to an extreme work load descending on Nielsen Builders for 2008, he will be unable to CD the 2008 Jumbo. He does leave the door open for future consideration as CD for the Jumbo (see Contest Director page 3). I do know that all members would like to thank Tim for the excellent job he did as Jumbo CD for the club in 2007. He has had a lot of club activities on his plate this past year- Training coordinator, Secretary and Jumbo CD and then add Family and work on top. I think I would take off running with all that. Again - MANY THANKS TIM.

Best Regards,
Pres. Dave B.

CLUB Business

That brings up some New Business for the Dec. meeting. We need a CD for the Jumbo quick. There is some paper work with IMAA and AMA that has to be done very very soon, to get things rolling for the June JUMBO. Be brave and volunteer. The experience can be very rewarding.

Next meeting will be at:

**Church of the Brethren in
Bridgewater
7:30PM, Tuesday Dec. 4th.**

The December meeting is also ELECTION night. The nominating committee has presented a slate of officers but there can still be nominations from the floor which I encourage so attend this meeting if you want to determine what direction the club will go. Presented by the nominating committee

President: Chester Williams
Vice President: Jonathan Hathaway
Secretary: Cheri Duncan
Treasurer: Dan Myers
Past President: Myself



The Safety Officer and Field Marshall are not considered to be board members.

Last year we had a Member at Large because there was no immediate Past Pres. because I continued on as Pres. for the second year.



by: Aaron Swindle

Hello all members. I wanted to continue with my new members series and introduce you to Don Click. Don has been with us since last September, he was working evenings for a period of time so we didn't see that much of him. Don was telling me he got interested in R.C. back when he was around 20 years old. He used to live on the same street as Pete Shifflett, passing Pete's garage he noticed all the planes hanging up and became curious. Somewhere in that time period Pete built Don a 3 channel nitro trainer and he got in some stick time. Well Pete must have shown him all the right stuff because Don is a very instinctive and natural pilot.

Like me, Don has some full scale time on Cessna 152's & 172's. I think Don told me he had around 100 hours in the full size birds. Those hours really showed when Don and I were working on his training this summer; he was very close to a flawless student. I would say or demonstrate a maneuver and he would accomplish it within one or two attempts. He could have actually soloed on his third outing. Funny things happen when you go to do your solo. In Don's case, he soloed on a fairly windy day so he had to come in from the north end of the field fairly hot to bore through the wind. ARF's being what they are, on his third and final landing as soon as he touched, the landing



gear broke off clean and he slid it to a stop like an ol' pro, it was good for a hearty laugh.

Don soloed with a small Avistar trainer and has now moved on to a 60 size Stick. Don had a slight mishap the day we maiden'd his Stick. He got a little slow into a head wind and the aircraft flipped over on him. No problem, he got the nose fixed and he's boring holes in the sky again. I asked Don what aircraft he likes and he said he's a got a thing for the old 70's pattern planes. How about that; I like some of those old buggies myself. When I asked Don what he liked about R.C. He told me...with R.C. you can do all kinds of stunts that you cannot do with full scale aircraft. That freedom to write your name in the sky if you like is a great deal of fun no doubt. Don is thinking maybe a 90 size gas aircraft might be in his future. Don says he has a special liking for the old 30's vintage Aircraft like the Lockheed Electra.

Don related to me how appreciative he is for all the help he has received from the members in the club. I think Don is a good example of how to get started correctly in the R.C. hobby. He acquired his AMA, purchased and assembled his trainer, and showed up for training right on time over several weeks. His experience speaks for how easy it can be if the steps are followed. Great job Don!

Don has worked in electronics for a good portion of his career and is currently working in that field again. He resides in Bridgewater with his wife Laura.

Welcome aboard Don!

Welcome new members:
Jim Noel & Michael Anderson

Christmas Party on Dec 7th at Pano's restaurant.

Pano's is located on U.S. 11 South at the Belle Meade-Red Carpet Inn. The meal consists of a buffet of Fried Chicken, Meat Lasagna, Green Beans, Mashed Potatoes, Macaroni and Cheese, Baked Apples, Salad Bar, Rolls, Dessert, Coffee or Tea. Cost of the buffet is \$13.00 for adults and half price (\$6.50) for children under 12. The club has allocated \$300.00 to subsidize the cost of the party, with attendees paying the remainder. For example, if we have 40 attend at \$13.00 each, then the total cost would be \$520.00, which means that each person would be responsible for \$5.50 ($40 \times 5.50 = \$220.00 + 300.00 = \520.00). Since total cost depends on the number of attendees, we won't know the exact price per attendee until that evening. This price does not include any gratuity. Individuals will also be responsible for the cost of any additional items which they order, such as sodas or alcoholic beverages. If attendees (members and/or guests) wish to participate in the Chinese gift exchange, they should bring a wrapped gift sans tag valued at \$15.00 or less. This may be a serious gift or a gag item. To date, we have approximately 40 members and guests who plan to attend. Even if you were unable to sign up ahead of time, please come if you can make it. It's always a fun evening! -- Cheri Duncan





WHAT IS A CONTEST DIRECTOR?

At the October meeting, it was asked “what is a CD?” and I realized that we have many new faces in our hobby and also many new members in our club who have not been involved with AMA for long. If you have been a member for less than 5 years, then I think you will find this article a good read. I would also venture to say that most don't really know what is really required by the AMA to be a CD. So I thought it is appropriate to spend a little time this month talking about being a Contest Director.

The AMA requires that any sectioned event through their organization to be ran by a Contest Director (CD). There are over 40 different categories that the AMA has for types of events that you can run at the local club setting. They range from mall shows, to swap meets, fun flies, fly-ins, closed events (limited to a selected group), local, state, national and international events.

These events are organized based on a certain set of criteria that the event has to meet. Those are posted on the AMA website and a small Contest Director book of what all is involved in hosting a AMA event is available as a download in 7 different sections. The person that AMA requires to handle the local event is called a Contest Director (CD).

Depending on the type of event will dictate the amount or limits and regulations that are required for the CD to enforce. For example, if you are going to host a State Championship event then you have book keeper to tally all info and certain representatives have to be present to witness the records in case there is a state or nations record that is broken or achieved.

Other events, like a Mall show or swap meet, are very informal and have very little “management” required. The main reason to be involved with the AMA on all of these events are to have the local events advertised in

the magazine and for the event insurance coverage. Any event where there will be flying involved requires a totally different set of rules than for non-flying events.

So why does the AMA want to have a CD at flying events? Mainly to make sure that the event is ran according to AMA guidelines. They want to keep minimal risk factors in check. You have to be licensed by the AMA in order to be certified to be a CD. It will show on your AMA card if you are a CD. It requires some paperwork and some time as a assistant CD to get your license. (See Contest - on page 4)



PRACTICE MAKES PERFECT



I know this is not a new topic or one that gets a lot of people excited to talk about, but one that needs to be encouraged from time to time. If you want to be good at something, it takes time to develop the skill and knowledge associated with that endeavor. So it

is with being good at flying RC airplanes. Many of us, I know, get comfortable with the level of flying precision that we do. Some are happy with were they are in the learning curve while others continue to push the envelope to get better.

How do guys like Mark Leesburg, Curtis Youngblood, and Chip Hyde get to TOC level of flying? Well....first there had to be a commitment to keep pushing themselves to be better. I know many of us are not into precision flying, but if you take a pattern sequence, Sportsman for example and try it, I think you will learn a lot and have a better appreciation for guys who do.

Go out and fly the entire sequence. You will probably have a very interesting flight after which you might feel like this is definitely not the thing for you. After that flight start to break it down into separate maneuvers, and further break down each maneuver into its parts. Believe it or not, every maneuver is basically made up of the same elements, and if you can do each element correctly, you can do any maneuver.

Maneuvers are made up of:

Lines - either straight and level, climbing or descending at either a 45 or 90 degree angle.

Circles - either whole loops or loop segments like the corner of a horizontal and vertical line segments.

Rolls - either whole rolls, or roll segments like a 4 point roll

If we can perform these elements individually and then tie them together, we can do the whole maneuver. Look at the 1/2 Cuban eight maneuver. Fly a straight line, now perform a 5/8 inside loop, next do a 45 degree down line with a 1/2 roll in the center. Finally end this line with a 1/8 inside loop to another horizontal straight line. If you can do the parts, you can do the maneuver. So practice is really just practicing the parts until you have it down, and then putting the parts together.

(See Practice Page 4)





Practice - from page 3

The best way to practice your lines and angles and loops is with helper to provide a 2nd pair of eyes who can give you feedback about your shapes and lines. Unless you are practicing it correctly, you will just perfect your mistakes. To help, I made an angle and loop guide for the helper to use when observing a flight. The grid is just an 11 X 14 piece of clear plastic with lines and a circle drawn in with a Sharpie permanent marker. The helper can now stand behind you and hold up the grid to give you immediate feedback if your loop is not round etc. The total cost for this practice tool was about \$2.25 from Home Depot and about 10 minutes of time. Now, when you go out to practice, make at least a mental note of exactly what you want to accomplish.

You can also record the flights on video for comment and review at a latter date. This is a great way to improve and see what you are doing right and doing wrong. It also gives you a way to sit down with many different flyers and get their comments on the flight.

Spend a flight just making horizontal passes back and forth to practice your horizontal lines, or practice loops or vertical and 45 degree lines? As you advance, add a roll to your lines, and practice your loops both inside and outside. After a few practice flights, try your 1/2 Cuban eight again, and notice the improvement that you have achieved!

Also, spend some time this winter on a flight simulator with the record option on for a full review of your flight. You can even send it to RC buddies on the web for their comments also. It is a great way this winter to hone your skills and to keep you ready for the upcoming flying season. If you don't have one, you can find used ones on eBay for around \$35 - \$80. The new G4 has just been released with upgrades for trim settings and TX.

I promise you that if you will take some time to increase you level of flight precision that you will really have a better RC experience overall. It usually only takes about 10% more effort to do something first class! But 90% of the people are not willing to commit the time and energy! SO I challenge you to be the minority in this case and not the majority!

Thanks for Listening,
Tim B.

Contest - from page 3

What does it mean to be a CD? Well...here is what a CD is responsible for. When you agree to be a CD for a flying event, you are responsible for all aspects from the time it starts to the time it ends. A CD has full control of the event including money, safety concerns, vendors, advertising, food, pilots, equipment, spectators, sanitation, and garbage. From the time the event starts until it ends, a local club relinquishes all command of the field to the CD until the sanction event is over. That event is the sole responsibility of the CD.

Months before the event is started, many hours goes into setting up all the things that need to come together to make it an success. Several forms have to be sent into AMA for approval and to have it advertised in their magazine. This takes many months of advance planning in order to hit publishing dates. Also, when the event is over, many more hours of paper work and info has to be complete to be sent in to AMA.

It is a huge responsibility to bear and it takes someone with good management skills, patience, and fortitude to keep it all running smoothly. It's not for everyone and not everyone wants the job or is good at it. It shouldn't be looked at as a casual "fly by the seat of your pants thing" either. Whoever is the CD of the event, needs to have 100% backing from the local club who is hosting the event.

If an issues does arise, then it is the CD that has the final decision. Don't make mountains out of molehills and don't air your frustrations at the event in front of every quest that is in attendance to witness. Talk about them at the next club meeting or in private and present them as constructive criticism and not as personal attack on the CD. We will never agree on 100% of the decision that are made at any event or club meeting. We will never get 100% participation from club members on an event. But what we can do, is have 100% cooperation from the members to support the event and the CD.

Remember that point when it comes time to select a CD for the next event. Don't put someone in the position if you are not going to support them in their decisions. We all are involved in this hobby for the same fundamental reason. We like to fly RC aircraft and we should respect the decision of the CD and stand behind them.

I hope all of you will get your license to be a AMA CD. We need more individuals who are trained and qualified to fill in and CD an event. I encourage you to do so. Have a safe a happy holiday season and give it some consideration to step up to the plate and become a AMA Contest Director!!

Thanks for listening,
Tim B.



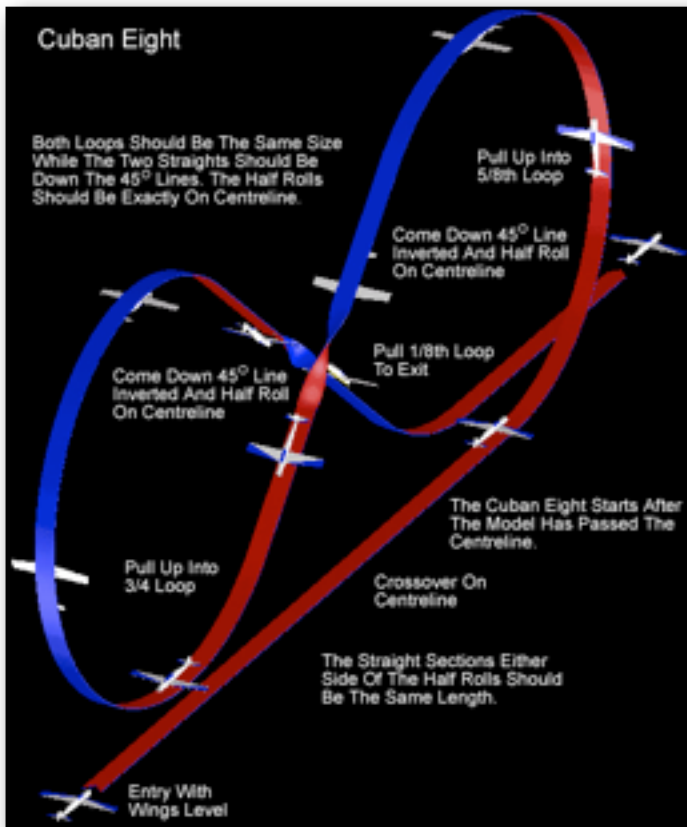
MESSAGE FROM THE FIELD MARSHALL

Just a reminder that we are under a (burn ban) in the state of Virginia. Any trash you can dispose of at home please do. Also a reminder please do not throw your empty (fuel bottles) in the trash cans. Please place them in the open burn pit or better yet take them home and recycle them if possible. We are planning to have some (weed&feed) sprayed on the runway at the appropriate time. I will notify the membership when that is scheduled. Dan Meyers is heading that up for us. I am also planning to run an aerator down the runway again this year. Helps feed the roots and smooth out the overall surface. Randy Ryman seems to be making some very good progress on the (Weather Vane Drone) project. Should be a really cool addition to the field.





AEROBATIC BASICS (Dundee Model Aircraft Club Website)



Cuban Eight

The Cuban Eight is a fairly standard aerobatic maneuver and is not particularly difficult. It does however require a lot of practice to get it spot on.

The idea is to do two circular maneuvers, one upwind and one downwind of the pilot's stance. The central part of the maneuver is the crossover where the model rolls from inverted to upright. It requires considerable practice to get a good cross over, down the 45° lines and in the center.

You can see immediately that the model must pass the centerline before the model is pulled up for the first circle.

For more information on aerobatics:
www.bruce.ogilvy.clara.net/text/training/aero/ai01.html

Half Cuban Eight

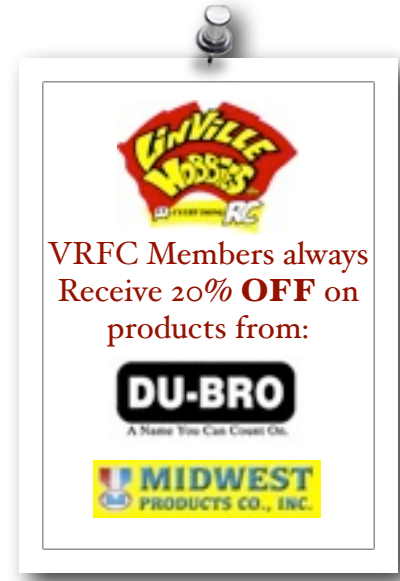
A very common maneuver is the Half Cuban Eight and is usually used as a turn around end maneuver. Only one half of a Cuban Eight is carried out with the model reversing it's direction from the entry position. If used as a turnaround, the whole maneuver is displaced to the left or right and is usually followed by some kind of centre maneuver - a loop for example.

If you can do something one way then you can usually reverse it! Much the same as a Cuban Eight, the Reverse Cuban Eight is no more difficult. This time however, you have to start the maneuver before you reach the centerline.





Tom Hernandez waits for takeoff clearance as Jim Cochrane greases his P-51 in for one of many perfect landings he made that day. Very impressive, Jim. Photo by Foster.



Basic Modeling Tools (www.airfieldmodels.com)

Work Surface — You will need a table to build on and an actual building surface on top of that. The building surface can be a piece of ceiling tile which costs just a few dollars. The table top must be flat.

Pins, Rubber Bands and Masking Tape — You have to have something to hold parts together while glue dries.

Hobby Knife — #1 hobby knife handle with #11 blades. These are made by a variety of manufacturers and available at any hobby shop, craft stores, fabric stores and most hardware stores.

Single Edge Razor Blades — Available from hardware stores.

Razor Saw — Use to cut through thicker stock or hardwood sticks.

Drill and Standard Set of Drill Bits — A lot of holes need to be drilled. Purchase a set of bits from 1/16" to 1/4". An electric drill is an absolute necessity. In many cases having a pin vise in addition to the drill will make things easier.

Metal Ruler — Available from office supply stores or hardware stores.

Metal Straight Edge — Used to true up balsa sheets when used with a hobby knife. A 48" straight edge is probably a better choice. A piece of aluminum trim from a hardware store works well. They come in 8' lengths, but a hack saw can easily cut it down to whatever length you want.

Drafting Triangle — Available from office supply stores. Absolutely necessary for making sure parts are square to each other, such as when gluing on the fin.

Sandpaper — There is too much to say about it in a short blurb. Read the linked page to learn more about what sandpaper to buy.

Sanding Blocks — Make your own. They are inexpensive, easily made and work much better than commercially available sanding blocks.

Wax Paper — Used to cover plans so that the part you build doesn't get glued to the plan.

Sealing Iron — Only necessary if using iron-on coverings.

Needle Nose Pliers

Screwdrivers — Standard, Phillips and Jeweler's. We use a lot of small fasteners that standard size drivers won't fit.

Allen Keys — A lot of the fasteners we use as well as engines have Allen heads. You will need Imperial and Metric Allen wrenches.

Check out www.airfieldmodels.com for the most comprehensive resource on model building.



Product Review



Seawind EP from Great Planes

Seven-tenths of the world's surface becomes your runway!" exclaims the full-scale Seawind's manufacturer. Your Seawind EP ARF may never see the ocean, but it's right at home in any nearby water R/C flying site. Add the recommended out-runner brushless motor and enjoy exciting sport performance – with truly exotic looks.

- * Fast, easy 2-3 hour assembly.
- * Excellent all-around sport flying characteristics.
- * Strong, lightweight foam construction.
- * Complete, high-quality hardware package.

Price: \$99.99

SPECIFICATIONS

Wingspan: 39.5 in (1005 mm)

Wing Area: 234 in² (15.1 dm²)

Weight: 24-26 oz (680-735 g)

Wing Loading: 14.8-16.0 oz/ft² (45-49 g/dm²)

Length: 33.5 in (845 mm)

Requires: 4+ channel radio w/3 mini servos and mini receiver, 950kV out-runner brushless motor, 25A brushless ESC, 11.1V 910-1500mAh LiPo battery

Check out:

<http://www.electrify.com/largeelectrics/gpma1169.html>

...for more information

Quotable Quotes...

"The course of the flight up and down was exceedingly erratic, partly due to the irregularity of the air, and partly to lack of experience in handling this machine."

– Orville Wright

"Flying is the second greatest thrill known to man.... Landing is the first!"

– Anonymous



The Gathering of Mustangs and Legends (GML) website:

<http://www.gml2007.com/>

(make sure your sound is turned up)

GML is starting to post photo galleries and essays of the event I attended September 27-30, 2007 at Rickenbacker International Airport, Columbus, OH. There is even a gallery on how the pyrotechnics show was set up. Over 150,000 people attended and the world's best aircraft photographers were there for the event. Many of them shooting pictures while airborne in WWII bombers and an Air Force C-130. Merchandise, books, and DVDs are in the making for this once in a life time event. You can "subscribe" on their site so they will notify you as new galleries become available online. Even if your not a warbird fan, anybody interested in anything about aircraft should enjoy this site.

– Fred Foster

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