



FLYING TIMES

The Official Newsletter of the Valley RC Flying Club



The flowers are gone but not the flying..

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

We will be starting at 7:00 P.M. Be sure to let Cheri know you are coming and how many in your party.

Safety Reminders

Now that the flying season is starting to wind down this would be a good time for some preventive maintenance.

On the airframe check for loose bolts, broken hinges, linkages, wheel collars, loose covering.

Check the engine for loose head bolts muffler bolts and glow plugs.

Check prop for tightness and cracks.

The electronics should also be checked for wear.

Things like slop in servo gears can cause flutter and cost you the airplane, servo gears are cheap, send radio and receiver to factory for check up.

Check battery capacity, charge your battery and load test it so you can see what the voltage drop is. I would say that most crashes are blamed on interference when actually the battery voltage is too low.

If anyone needs any help checking there plane please let me know.

- Randy

PRESIDENTS CORNER

Fall is finally approaching, of course the wind is also coming along with it.

Quite a number of you were at the field on Sunday and did get some flying in. The wind was a little heavy but it was coming right down the runway and was fairly steady. If it died it did so very slowly. I did one landing that was practically straight down and only rolled about a foot after touching the ground.

Had glowing reports of the visit of a couple of members to the Fluvanna Club. Aaron apparently got some practice at the microphone for our next Jumbo. Thomas White showed them that you can fly a helicopter into some of the most unusual flight patterns and make you think...a helicopter can't do that. How is blazes can he make all those required coordinated stick movements at the same time is beyond me. (continued on page two)





CLUB Business

At the November meeting. The Nominating Committee will present a proposed list of officers who are willing to run for the next year's offices. The list of proposed nominees doesn't mean that there can be no nominations from the floor, in fact I encourage it. The Nominating committees presentation is only to assure that there is someone who will run for a particular office.

Xmas dinner party will be discussed.

I am going to request a motion that there be a small range of limits on how much can be spent on items the club requires to be purchased and the required authority at each range to do so.

Another thing is, should we require a double signature on all checks. This is common practice with other Clubs.

And still another is to have a yearly audit of the books. I don't think that is on the books and this would only confirm past practices in the By-laws.

PRESIDENTS CORNER (CONTINUED FROM PAGE ONE)

On another subject I discovered a couple of weeks ago, when I was cleaning that ugly plane that I fly, called the "Magic", that the elevator had sort of broken loose from the fuselage and could be wiggled side to side. Next some of the covering started to peel off the body. On further study I found that the Chinese covering had been severely soaked with fuel and the glue let go. . Ah heck, I will have to do some body recovering when I fix the elevator attachment. Well at home when I started to peel off the damaged covering I found that I had to keep going until it was practically nude of covering.

In that process I discovered that where the landing gear hardware attaches to the bottom of the fuselage, the bottom had separated at least 4 inches each way from the gear fastening on both sides of the bottom. Another epoxy job, but with the covering off it was quite apparent that the balsa on the bottom and sides had soaked up a lot of fuel.

How am I going to fasten covering to that surface or even hope that epoxy will stick. In the past I have used ample denatured alcohol on previous balsa and had covering stick after. So much fuel soaked in that applying the covering iron on the balsa brought the fuel out and could easily be wiped off, but it kept coming out with each application of the iron. . I tried that for awhile and finally gave up.

I talked to Randy R. and he said that K2R Spot remover will do the job, so now I have a supply for the next job. I had already finished the covering job by then. I had to remove the muffler to cover the side and then I discovered why so much fuel had soaked in, the gasket on the muffler was partially missing at the rear. I always wondered why things

were always a bit more wet around the engine area than on other models I have..

The whole point of the above, is to do a good inspection of all parts of a plane about every 5 or 6 flights, by wiggling and pulling everything, taking notice of odd things that don't usually happen to other planes. I'm not sure of how to see covered wear and tear, but on the Magic, I now know that by stressing the landing gear I could have seen the problem.

Regarding electrical problems, I'm not sure what to say, as there are a lot of connections to check. I find that running the plane engine up just before entering the runway and moving all surfaces, checks to see if vibration is causing any problems. The Magic is 2 years old now and I don't know how many flights I have had with it but it must be in the 100's. It only weighs 4.5 lbs and I was afraid that with all that soaked-in fuel it might now be about 5 lbs, but on weighing, it was only about 0.1 lbs heavier. No matter how ugly that "spider" looking plane is, I love it.

Best Regards,
Pres. Dave B.





AARON'S BLUE SKY'S

Hello all members, it has been a great summer of flying...with a few burned hot-dogs added in what else could a R.C. Pilot wish for.

You know it occurred to me a few months ago just how much I enjoy the friendships we all share in the flying club. On any sunday I can look out at the entrance road and see fellow pilots coming out to fly and it always gives me a good feeling to see them rolling in. They say you can count your friends on one hand, I think our group exceeds that by far. Anytime I have asked for help in this club, someone always seems to step up and fill the void. Something as simple as a barrel to burn trash in, we needed one...we now have three! Just an example of the giving nature of our fellows in this club.

A word about the ladies also. We always have quilts for our raffles, they always take care of the food at the swap meet. They bring us food out to the field on those long afternoons when we're having to much fun to leave and go get it ourselves. Even if the buzzing of the planes is boring them beyond belief they seem to stick around and share in the fun. Thanks Ladies!

Just a phone call from Joe (crash)...uh..I mean Joe Hash can pick up my day, Joe and I get to laughing about our old days in the military and we just break a rib sometimes. Nice to have some military veterans in the club, plenty to share and talk about.

Its starting to cool off, time for some warm jackets and maybe some snow skies on the landing gear later on this season. We'll see what mother nature has in store for us. Hopefully plenty of moisture so when can replenish our dwindling water supply.

Everyone do a rain dance!

Field Marshal news...

...just a few things:

First I want to thank everyone for being very conscious about picking up your trash and leaving the field looking good on Sunday evenings. Currently we do have a burn ban in effect for the state of Virginia. Whatever trash you can take home with you for the time being, please do. Saves on garbage bags and gasoline to haul it away from the field.

Want to remind all new pilots about wearing a heavy glove when starting your aircraft. If you don't use a glove use a chicken stick, or a mechanical starter. These are part of the club (safety rules). Fingers do not grow back!

Look over your aircraft each time you come out to the field. Start at the nose cone and work your way back, we never know when things have rattled loose or been damaged in transit. When we have visitors at the field please remind them to stay behind the props at all times. If a spinning prop comes off it almost always goes forward and sideways.

- Lets be safe.

At Your Hobby Shop Now

Just as the NexSTAR 46 forever changed the perception of glow-powered ready-to-fly trainers, the NexSTAR EP is doing the same for electrics. Besides the original innovations that offer more assistance for first-time fliers than any other plane, the EP's motor power ensures that it's also the cleanest and quietest way to learn to fly! The 6EXA radio is the perfect system to start with and stay with, featuring built-in PA-2 Pilot Assist Link and a trainer system. The included RimFire™ out-runner brushless motor rivals glow engines for power and performance, and requires virtually no field equipment. Plus, you can simulate flying your NexSTAR EP on your Windows® PC anytime with the special edition RealFlight CD-ROM! The included controller plugs right into the interface for your convenience, letting you fly your NexSTAR day or night, rain or shine! Includes two Hobbico® 9.6V NiMH batteries and Dual Peak Charger.





E-Flite P-38/f-5E

The new E-flite P-38/F-5E Lightning 400 ARF is a highly pre-assembled replica of an F-5E variant that served in the European theater during the invasion of Normandy. This long-range interceptor also earned popularity in the Pacific flying reconnaissance missions with specially equipped cameras. It includes many details like invasion stripes, cockpit details, appropriate squadron markings, removable drop tanks, counter-rotating props and spinners, functional scale elevator mass balances and much more!

The P-38 ARF has multiple easy-access magnetic hatches that allow you to get to the elevator and rudder servos as well as the nose hatch for quick access to the battery, ESC and receiver without the need for tools. The kit comes highly prefabricated with all parts factory painted, along with hinges and control surfaces installed, so you don't have to wait long to get flying. The wing panels slide easily in and out of the booms using the factory-installed carbon tube spars. Each panel is secured with just two wing screws making assembly easy. All that's left is about 2 to 4 hours of minor assembly and electronics installation to get flying, making this one of the most detailed and quickest to assemble P-38 models ever available.

Specifications:

- Wing Span: 48 in (1219mm)
- Overall Length: 35 in (889mm)
- Wing Area: 307 sq in (19.8 sq dm)
- Flying Weight: w/Battery: 33-40oz (936-1134g)
- Motor Size: Park 450 BL 890Kv (EFLM1400, Requires 2)
- Radio: 3-channel w/3 sub-micro servos (4 channel w/6 sub-micros w/optional rudder and landing gear)
- Servos: Sub Micros
- Speed Control : 25 Amp Brushless (EFLA1025, Requires 2)
- Recommended Battery: 3S 11.1V LiPo (EFLB1035)

Aeroworks BD-5B Electric ARF

The Aeroworks BD-5B Electric ARF is a pusher prop jet. It has plenty of speed for those of you that like fast airplanes accompanied by the right maneuverability for tearing up the sky. This stand off scale airplane brings back your memories of James Bond wildly flying the BD-5B in and around structures in the movie "Octopussy". The original full scale airplane was a single seat homebuilt kit aircraft

that was introduced in the early 1970's by Bede Aircraft Corp. It was designed by Jim Bede. Even though 5000 kits were shipped, only a few were actually completed due to the company's bankruptcy in the mid-1970's. The failure of the company was brought on by its failure to deliver a reliable engine for the design. Today, only about 30 kits are believed to be airworthy. You may not want to fly your plane through buildings like Roger Moore did in the movie, but you sure can have some fun with this high speed ARF.



This built up balsa wood airplane is tough and can take-off and land on pavement or short grass. (See video)

Specifications:

- Manufacture: Aeroworks
- Construction: Balsa Built Up
- Wingspan: 39 inches
- Wing Area: 460 sq. in.
- Flying Weight: 26 oz.
- Wing Loading: 8.2 oz./sq.ft.
- Length: 30.75 in.
- Motor: 275-300 watts



Left to right: Joe Hash, Daryl Tonini, Tim Blankenship



Left to right: Phillip Speicher & Tim Blankenship



Valley R.C. Flying Club - Harrisonburg Field Flying Times & Conditions

February 1st - August 31st

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Sun-Up to Noon	No Activity							Sun-Up to Noon
Noon to 12:30pm	No Activity	All Activities	All Activities	All Activities	All Activities	All Activities	All Activities	Noon to 12:30pm
12:30pm to 3:00pm	All Activities							12:30pm to 3:00pm
3:00pm to Sun-Down	All Activities							3:00pm to Sun-Down
Sun-Down to 11:00pm	Electric Flying	Electric Flying	Electric Flying	Electric Flying	Electric Flying	Electric Flying	Electric Flying	Sun-Down to 11:00pm
11:00pm to Sun-Up	No Activity	No Activity	No Activity	No Activity	No Activity	No Activity	No Activity	11:00pm to Sun-Up

September 1st - January 31st

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Sun-Up to Noon	No Activity						All Activities	Sun-Up to Noon
Noon to 12:30pm	No Activity	All Activities	All Activities	All Activities	All Activities	All Activities		Noon to 12:30pm
12:30pm to 3:00pm	All Activities							12:30pm to 3:00pm
3:00pm to Sun-Down	All Activities						No Activity	3:00pm to Sun-Down
Sun-Down to 11:00pm	Electric Flying	Electric Flying	Electric Flying	No Activity	No Activity	No Activity		Sun-Down to 11:00pm
11:00pm to Sun-Up	No Activity	No Activity	No Activity					11:00pm to Sun-Up

"All Activities" means "All legitimate club-related activities such as flying, mowing, and shelter maintenance are permitted."

"No Activity" means "No activity of any kind is permitted."

"Electric Flying" means "Only electric-powered flying is permitted."

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