

The Flying Times

The Official Newsletter of the Valley RC Flying Club

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June Meeting Discussion

Jumbo Fly In Results

The results of the Jumbo Fly In in June was discussed in some detail at the July meeting, and there will be further information coming at the August meeting, since all the final figures were not available at the July meeting. This was without a doubt (my opinion) the best Jumbo Fly In we have had to date. Everything went very smoothly, we had a good turn out, and everyone, members, visitors, and spectators alike had a good time. I think the club even made a few bucks to boot. This is the results we get when everyone pitches in and helps. Many club members did a good job with this, and even some visiting flyers helped out. Dan Barrick is to be commended for his outstanding job of coordinating the event, and everyone else that participated should feel good about the results. I'm not going to try to mention everyone who helped with the event, because I would surely leave someone out. But, you know who you are, and we thank you. Give yourself a pat on the back!!

Technical Notes

Just for your information

I have some new information on Zagi's, the flying wings that some of us fly. This may or may not be useful!!

1. Zagi's are a lot of fun to fly on the beach.
2. A Zagi WILL float in the ocean!!
3. Sand sticking to a wet Zagi increases gross weight!
4. A Zagi is very difficult to launch into the disturbed air coming across the sand dunes.
(sometimes results in an ocean landing!)
5. Item #4 above is compounded when you are trying to fly with the prop on backwards!!

Tip of the Month:=====

Temperature vs. Engine Performance

While I personally am not a believer in continually "tinkering" with a model engine, it does sometimes become necessary due to weather and atmospheric conditions. This is focused for the most part on the 2-cycle glow engines and not the gassers.

Extreme temperature changes can make a difference in the performance of an model engine. Altitude does the same thing, but since our immediate area pretty much stays at the same altitude, we'll not bother with that aspect.

When starting up, at least for the first time for the day, it is wise to do a vertical test of the plane to make sure the engine is not too lean. I tend to run my engines on the rich side, but some want every last ounce of power out of the engine they can get, and therefore run them leaner.

When you do the vertical test, you don't want to hear any "sagging" of the engine, indicating that it is going lean. Lean engines can also be hard on glow plugs. Just take the time to check that everything is working properly before flying. For the most part, dead stick landings are pretty common, and manageable for most competent

pilots. But, there are situations where a dead stick can be real inconvenient and result in the damage or loss of a plane.

Buy, Sell or Trade:=====

Explorer 2 meter sailplane, complete with radio and high start. \$100.00

Contact: Randy Ryman

rryman@shentel.net

I have a Sig 4-star 120 with an ASP1.08 and all servos for 325.00 Thanks Robert Cline 896.5168 cline99@adelphia.net

Super Tiger G-3250 ringed version in great shape. Has less than gallon of fuel through it. Great engine, but I need a bigger one! \$100.00

Tim Blankenship tknal@adelphia.net

Now Open!! HI-TEC HOBBIES.

Located at 2221 S. Main St. Harrisonburg, Va. (Dukes Plaza Shopping Center). Stop by and check the place out. Rob Levine has the place looking good. Specializing in RC, both gas and electric, and also has some plastic models in stock.
Phone: 540-433-3030, or www.hi-techobbies.com

Went by Hobby Hangar today. They gave me a flier for their 2nd Annual Rc Sidewalk Sale & Swap Meet, Saturday, August 13, 10-6, shop parking lot. Tables available, \$10.00 set up fee. Info contact Bob Johnson, 703-631-8820, hobbyhangarva@yahoo.com <<mailto:hobbyhangarva@yahoo.com>> .

Food for Thought=====

The Corn is high-again

This is the time of year when the corn gets high enough to be really good at hiding airplanes. It becomes very difficult to find the planes if you do not get a good bearing on where it went in, should this happen.

If you are flying, and get in trouble, develop a problem, or think you may have to set it in the corn field, make a LOUD announcement so there can be more eyes on the plane. Some become very difficult to find if only one person sees it go in, especially if you take your eyes off the spot. There are two 10' poles with flags on them that are very helpful in locating a plane. Usually, someone who has a "fix" on the location stays at the field, and directs the "flag people" which direction to go, via walkie-talkie, cell phone or whatever. Here's some facts about the corn field:

1. It's much bigger than it looks, especially when you are in there walking around!
2. All rows DO NOT run parallel with the runway. After you get in the field about 150', the angle of the rows changes, and any sense of direction you may have had is gone.
2. With the corn being taller than your head, you lose all visual reference once you enter the corn.
3. Before going to look establish some sort of communication via cell phone or other device. You cannot hear anyone at the field when you are in the corn.
4. People have spent hours looking for a plane, and actually walked under it and didn't see it because it was sitting on top of the corn. (yes, it's that tall). When looking down the rows, also look up.

While we're talking about downed planes, not a good subject, but it does happen occasionally, when you go to the scene, whether or not it is in the corn field, don't just pick up what's left and head back to the pit area without putting some kind of marker at the scene-you may have to go back and look for something. It's usually very difficult to find the exact spot of the crash once you've left. (depending of course on the size of the hole it made!)

Aviation Humor =====

"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons."
- General MacArthur

"You, you, and you .. Panic. The rest of you, come with me."
- U.S. Marine Corp Gunnery Sgt.

"Though I Fly Through the Valley of Death ... I Shall Fear No Evil. For I am at 80,000 Feet and Climbing."
- At the entrance to the old SR-71 operating base Kadena, Japan

"You've never been lost until you've been lost at Mach 3."
- Paul F. Crickmore (test pilot)

"The only time you have too much fuel is when you're on fire."

"Blue water Navy truism: There are more planes in the ocean than submarines in the sky."
- From an old carrier sailor

"If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe."

More to follow next month

Mowing Reminder =====

Aug 06	---- Daryl Tonini	---- Melvin Simons
13	---- Chris Todd	---- Martin King
20	---- James Shank	---- Klint Lawson
27	---- Terry Slaubaugh	---- JR Varela
Sept 03	---- Peter Shauger	---- Jason Burkholder

Meeting Notice =====

The August meeting of the Valley RC Flying Club will be held at the Bridgewater Church of the Brethren, Tuesday, August 2, 2005 at 7:30pm.