

The Flying Times

The Official Newsletter of the Valley RC Flying Club

September 2005

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August Meeting Discussion

Mowing and Mowers were discussed.

Technical Notes

Tip of the Month:

Notice

As of Sept. 1, the fall/winter field restrictions are in effect. Please be sure that you understand the permitted flying times before going to the field. Any mowing of the field must be completed before noon on Saturday.

The restrictions are as follows:

From Sept. 1 through Jan. 31: No use of the field is permitted for any purpose after Noon on Saturdays, or after 3p.m. on Wednesday, Thursday, or Friday.

The field may be used as normal on Sunday, and all day on Monday and Tuesday.

September Auction

The September meeting will be an abbreviated one. After the meeting, there will be an auction of the items previously sent out via email. So bring money if you plan on bidding on something. The Club can use the money, as our mower maintenance expenses have been somewhat on the "excessive" side this year.

Food for Thought

Aviation Humor

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

"Without ammunition, the USAF would be just another expensive flying club."

"What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies."

"Never trade luck for skill."

The three most common expressions (or famous last words) in aviation are:

"Why is it doing that?"

"Where are we?"

and "Oh S...!"

"Weather forecasts are horoscopes with numbers."

"Progress in airline flying: now a flight attendant can get a pilot pregnant."

More to follow next month

Mowing Reminder

Sept 03	----- Peter Shauger	----- Jason Burkholder
10	----- Roger Burke	----- Tom Hernandez
17	----- Mike Reno	-----
24	----- Melvin Simmons	----- Todd Christopher

Meeting Notice =====

The September meeting of Valley RC Flying Club will be held Tuesday, Sept. 6 at Bridgewater Church of The Brethren, Bridgewater, Va. at 7:30p.m. The auction of the miscellaneous RC items will commence immediately following the meeting.

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

Buy, Sell or Trade: =====

For Sale: Hanger 9 Funtana .40 Will sell as follows:

1. Airplane with O.S. .65LA engine, prop and spinner, all servos, battery & switch harness, less receiver-\$200.00
2. Airplane and engine only-\$150.00
3. Airplane only-\$90.00

Contact: Randy Ryman 810-5084/434-2646 or email.

Editorial Comment =====

By Mike Reno

I am really in favor of having someone hired to cut the field. While I don't mind cutting grass myself I have a really busy schedule and it is a little hassle to hit the "noon to noon" window. There are times when I could be called on twice in one season. That represents more hours than I fly there each year. There are several members who for age or physical limitations are unable to "pull a shift" and that isn't fair either.

The cost is pretty high for lawnmower maintenance (not counting someones time to take care of that) and replacement cost isn't anything to sneeze at either. We have plenty of money in the treasury and substantial income during the year so I think we can afford it.

I asked to be place back on the rotation a second time this year so I can have a man who works at EMU, and has a side business doing mowing and landscaping, to cut it as a demonstration of his capabilities. He has an employee too so getting the job done is not difficult on our schedule. I am paying the \$100 fee he is asking and after he does it once he will have a better idea of what to charge on a regular basis. I am sure there are others we could contact for quotes.

Even the small Staunton Augusta club has their grass cut. I hope the board will pursue this matter seriously and that we can reach a decision before next season.



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The Cost of Forgetting By Dan Myers

What is the cost of forgetting? Each of us can look back in time and remember when we have forgotten something and the wonderful sigh of relief when the proverbial bullet missed us. Wellâ August 14, 2005 was not my lucky day. Many of you know by now that was the day ladyluck did not smile on me. Let me share the event schedule with each of you for the sole purpose of maybe keeping you from the same sickening, nauseous, and preventable situation.

For the Sunday afternoon flying on August 14, I again decided to fly the Lanier 30% Edge 540T. Upon arriving at the flying field I walked up and down the flight line talking to other plane crazy friends. When I returned to prepare the Edge for flight and partially into that preparation, I was distracted by something. After several minutes, I returned to finishing the Edge for flight. Everything seemed normal at that point.

Looking back upon the moment before taxing out for take off, I do remember thinking to myself if everything was checked. I had not checked the aileron linkage that has become loose once before. However, I was confident that the locktight provided by J. R. Varela was still doing its job. And it was.

After about 8 minutes of flying Randy Ryman came up to me and said something about how well the Edge was flying. Within a minute after that he heard me say something like Uh-Oh. I had noticed the plane doing something that I did not tell it to do. Any and all attempts to make corrections did no good. The plane was in a death spiral. I had plenty of altitude and speed to control or recover from most any situation.

Several friends helped to recover what was left of my 30% Edge and placing it onto the plane hearseâ my pickup. Back at the flight line I began to inspect the remains. At that point in time I had no earthly idea of the cause.

Paul Fidishun has said, the privilege of flying occurs only after we attend to all the details correctly. In the process of inspecting the wreckage I remember my thought of how many times my previous crashes were my fault and I hope not this one. I was hoping against all odds that the cause of this crash would not be that guy I look at in the mirror while shaving each morning.

When I picked up a fragment with a wing bolt with no washer nor any wing nut on itâ now that was the humbling moment. Sickening or maybe even nauseous best express my feeling. My first thought was not to tell anyone, but common sense prevailed and now you know the rest of the story. And yes, I did find the washer and

wing nut in my flight box. It was never installed to hold the wing on the wing tube. Flying my usual pattern for 8 minutes caused the wing to move off the anti-rotation pins and allowed the wing to rotate and the result is history.

To channel my mind away from this negative moment in history, I have been busy working on another new plane, a Hanger 9 27% Extra 260, and not completely analyzed the saved parts of the Edge. To date it appears the loss includes the plane itself, the prop, the spinner, two or three servos, and at least one of the switches.

What can you learn from my crash? The cost of forgetting may be greater than most of us can afford, not only financially, but also emotionally. Any crash is another slice of that Humble Pie. How many beginning pilots and some seasoned pilots fail to pass the acid test? Flying R/C has it highs and lows. I define the acid test as the ability to returning from the extreme lows to continue to enjoy the hobby/sport.

I have flown a model R/C airplane each calendar month for the past 20 years and 8 months. And, I have enjoyed it all, except for the occasional slice of Humble Pie. Oh, now I hate that Humble Pie!!!