

# The Flying Times

The Official Newsletter of the Valley RC Flying Club

January 2006

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Visit our web site at: [www.vrcfc.org](http://www.vrcfc.org)

## December Meeting Discussion

1. Rob Lavine (Hi-Tec Hobbies) showed the new counter-rotating blade helicopter.

## From the Pres...

A new year is about to start, and the club is going to start it off with the annual "Icy Carb" contest on the first day..

I have already installed Ski's on that spider legged "Magic" plane that I have been flying lately for the Icy Carb Fly.

I would like to thank Ron and his wife for hosting the VRCFC annual Christmas party this year. The food choice was excellent. I know that everyone had a good time at the Gift exchange. There were some real fast swaps going on near the end that you had to be really watching to get a good laugh.

This coming year promises to be an active one, more so then in the past. Flee Market in Feb. and then the Jumbo Fly In June. Dan has my absolute "Thanks", first for coming up with the Flea Market idea and then volunteering to head it up. It even surprised me more to have him volunteer to CD the Jumbo. Boy did he make this year easier for me. We as a club have to NOW volunteer willingly to do the jobs necessary to bring these events to a successful conclusion. I know that we have in the past, but I continually see a few faces that are always up front doing the work. Lets get some new blood into the activities.

One of the things that I intend to bring up at the meeting Tuesday Jan 3rd, is to have a "Second in Command" for the Jumbo. This person will in essence be in training to CD the event for the following year and take some of the load off Dan's shoulder's for this year. I will even suggest that we pay for that member to become a member of IMAA. From what I hear, the test to become a CD is an open book thing.

See you all Tuesday Jan 3rd.

Regards Dave.

...P.S. I just had to buy the "3D Harrier" plane that my wife won at the xmas party.... The reason was that I had an unused new engine that was just begging for a plane to be mounted in.

## Food for Thought=====

Elsewhere in this edition, you will find a flyer on the Swap Meet the club will be hosting in February. Tell your friends and fellow modelers about it and plan on attending. This is the first swap meet the club has held in many years. If it goes well, it may become an annual thing if there is enough interest. Start collecting that stuff you'd like to turn into cash and plan on getting a table. Come to the meeting and find out more about this fun event and how you can help out.

## Buy, Sell or Trade: =====

## ICY CARB FLY



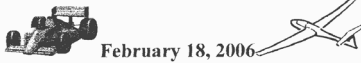
I think conditions are just about perfect for the annual "Icy Carb Fly" which will be held on Sunday Jan. 1, 2006 at the field.

## Meeting Notice =====

The January meeting of the Valley RC Flying Club will be held at the Bridgewater Church of the Brethren, Tuesday, Jan 3, 2005 at 7:30pm.

### VALLEY R/C FLYING CLUB Harrisonburg, VA

## SWAP MEET



February 18, 2006

Weyer's Cave Community Center  
Located at Exit 235 off Interstate 81  
Between Harrisonburg and Staunton, VA

100 tables available  
Seller's Set Up - 7:00AM  
Doors Open to Public - 8:30AM  
Tables \$10.00



Admission \$3.00

Free Parking

Food Served, Door Prizes,

Raffles

Located in the Shenandoah Valley, 2 hours south of DC, 1 1/2 hours west of Richmond,  
1 1/2 hrs north of Roanoke



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## Upcoming Events =====

The RC Swap Meet will be Saturday, Feb 18th at the Weyers Cave Community Center. Doors open at 7am for vendors/set up, 8:30am for general admission/public.

Local clubs have been invited to set up a display and have representatives present. They may also have a one item raffle to help their club. We will coordinate this so each club will be raffling off some-thing different. We will have our tables near the entrance and can raffle off as much as we desire, plus hope to have door prizes to give away all day. So far, 5 tables have been spoken for with just word of mouth advertising and info on our clubs website. Ads will appear in Model Airplane News, (AMA) beginning in the Dec issue, and will also be in the Jan. and Feb. issues. If anyone needs flyers, see Dan Barrick or Rob at Hitech Hobbies, Linville Hobbies, or go to our website. Flyers can also be emailed if needed.

## Model of the Month =====

Some of us build small projects during the winter months when we can't fly and others . . . . Well:



### The Giant Telemaster

Ah, yes-the Giant Telemaster! Why build a Giant Telemaster? I say, why not? I've wanted one for a long number of years, and thankfully they have put the kit back in production. Besides, as far as I know, I've built every version of the Telemaster that's been made, and loved almost all of them. I've built the Mini-Telemaster, designed for electric, I put a .28 glow on it, and it didn't respond very well to it. Wasn't one of my favorites. Also had three .40 size Telemasters, and loved them all. I'm now on my second Senior Telemaster. Another excellent flyer. Years ago, they tried a low wing version of the Telemaster, and called it a "Funster". Don't know what it was about that plane, but I never really liked it, and never figured out why, because it was a very good flying plane. If memory serves me, (and it may not!) Dan Myers also built one of these and he didn't care for it either. If there is a better flying plane out there than the Telemaster, I wouldn't know what it is.

Anyway, the Giant version was/is my winter project. I started building it November 14, and finished it Dec. 17. No one said just because it is a "winter" project that it had to last all winter! This was a very enjoyable kit to build. The plans and instructions are first class, as is the balsa in the kit. Didn't find a bad piece anywhere. In fact, the worst

piece that was in this kit would qualify as an excellent piece in a lot of others I've built. There are lots of sticks and sheet balsa in the kit, and lots of other machined parts, all bagged according to construction sequence. All ribs and some other parts are laser cut, and the fit on everything was virtually perfect. What wasn't laser cut was machine cut. This plane was designed for electric power or gas. I chose to go the gas route, not being big on electrics. While the plane is fairly "Huge" when assembled, I had no trouble building it in my meager shop. The fuselage is the biggest (longest) piece, but if you had an 8ft. building table, you would have no problems. the tail group is separate, and is bolted to the fuse, and the wing is in 3 sections, making the left and right wing panels slightly less than 6ft. each. This plane also has working struts which **must be used!**

Rather than go on about the build, I'll give you some specs on the finished product:

Wingspan: 144" (12ft.)

Fuselage Length: 99" (the box says 94 1/2, somehow I gained 4 1/2")

Wheels: Dubro treaded air tires, 6"

Engine: Zenoah G-45/20 x 8 prop

Radio: Futaba

Servos: Hobbico 1/4 scale, one for each aileron  
Hobbico Hi-torque, one for each elevator  
half

Futaba 3004 for rudder

Futaba 3004 for throttle

Batteries: Two 3600mah NiMh (I am running a dual receiver/battery system just for a little added insurance.)

Covering: Ultracote (lots of it!! I think it took 10 rolls)

Adhesives used: Titebond, Epoxy, CA, both thin and thick.

Other items of interest:

Ailerons (each): 34" long x 6.25" wide.

Horizontal stab: 48" wide (this is a built-up, flying stab)

Wing area: 3050 sq. inches. If the plane weighs in at 25#, it will have a 18.8oz. wing loading!

If this airplane flies anything like the other Telemasters, I'll be very satisfied. And, by the way, the Senior Telemaster is now available as an ARF for those who don't have the time to build.

Flight reports to be forthcoming.

Randy



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