The Flying Times

The Official Newsletter of the Valley RC Flying Club

February 2006

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Visit our web site at: www.vrcfc.org

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January Meeting Discussion

1. Additional plans made for the Swap Meet on Feb 18, 2006
2.

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From the Pres...

Press's Korner

This month I think I will vent my frustrations about Electric Flight Motors. I have been trying to understand what all the figures mean and I am still very confused and I had an extensive background in electronics both AC and DC. At first I thought that a 400 motor was more powerful then a 380 etc. No that is not the case, the 400 is a size only figure. A large number could mean a more powerful motor but that might not be the case as, brush versus brushless, max RPM, efficiency, core size and material, wound configuration, number of turns, maximum current draw, RPM per volt (KV) etc. All affect the formula and change the results considerably.

I don't know what ratings to use, all I'm interested in is how much motor I need to fly a particular sized plane. The present GLO ratings usually are Cubic Inch engine size, one for 2 stroke and one for 4 stroke. We need an electric equivalent, but what is that number and designation????. The manufacturers can't seem to agree on anything.

I recommend the reading of Greg Gimlick's columns about Electrics in Model Aviation and going to www.hobby-lobby.com and looking over their section on Electric's. I found that I could convert my "Magic" 46 size plane, which includes motor, batteries, ESC, charger etc. for the figure of .....get this ... $669.00. I DON'T THINK SO.

Spring is approaching and now is the time to go over those planes. I have been having trouble starting the engine on my Magic and decided to tear it apart and clean it. The first thing I found was loose fire wall motor mount bolts, loose crank case back plate bolts and a few other things. I'll see if the fixes worked the next time I go to the field to fly. So check everything.

Regards Dave B. Pres extraordinaire

Tips and Tricks==========

Tip: when working on a model that has the servos installed, put a piece of tape over the servo connectors before doing any other work. It will help keep out dirt, sanding dust, and worst of all, epoxy or CA. It's not fun trying to dig that stuff out of a connector.

2. To make connecting the wing servos to the receiver in the fuselage, use the short 6" connectors in the receiver and identify each one to its mate in the wing. Especially helpful if you have two aileron servos, plus flaps, throttles, etc. I usually identify them with a label maker tape by function or their location on the receiver: 1=aileron, 2=elevator, 3=throttle, 4=rudder, 5=gear, and 6=flaps (or the other aileron, depending on what function you're using.

3. Want other flyers to know what channel you're on? Identify your aircrafts channel by putting the channel number on the tail of the plane in addition to having it on your transmitter.

Meeting Notice==========

The March meeting of the Valley RC Flying Club will be held at the Bridgewater Church of the Brethren, Tuesday, Mar 7, 2006 at 7:30pm.

Dues Notice==========

Club members who did not pay their dues by the February meeting will be subject to a $5.00 late fee in addition to their dues.

Late Winter Projects==========

PAINT THOSE PROP TIPS!!
Getting cabin fever this time of year--AGAIN? What is it with this weather pattern we've been having? Beautiful on Saturday, crappy on Sunday. Believe me, this is the times that try men's souls!! (I wonder if the guy that said that was a modeler?)
What to do while waiting for better flying weather. Here are some ideas.

1. Check into the possibility of moving to South Florida or Southern California!!
2. Clean up your shop, add shelving, put up pictures, etc. Check over all your equipment.
3. Remodel your flight box-add tools, rearrange, etc. (I know you've already done that, but do it again, surely you can improve on something!)
4. Inspect all your props-even the ones currently installed on your planes. Check them for nicks, cracks, etc., even check the balance and replace damaged ones. (broken props make great letter openers) Also, out of balance props can cause problems with engine idle, not to mention shaking the airplane to pieces.
5. While you're checking the props, paint the tips-either white or yellow. It really helps when you can see the prop arc. Some wooden prop manufacturers are actually painting theirs at the factory.
6. Re-cover your plane. Get a new look from the old airframe. I've been trying to talk myself into recovering the Senior Telemaster, but this little voice keeps saying, ("Why bother, it's still flying, ain't it!")
7. Get on the internet-check out other flying clubs. See what they are flying, what they are doing, and how they operate. It may give you some ideas of your own.
8. Hang out at the local hobby shop. Browse around, checking stock, etc. Then, ask for the one thing that he doesn't have in stock, or the one color of covering that he doesn't have!! It'll drive him nuts!!
9. Plan to improve on some area of your flying this year. Practice things that you normally aren't comfortable with-such as a right-hand landing pattern, as is the case at our field. Don't know why, but nine out of ten members I talk to would rather land the other way at our field.
10. Decide that this year, if you see something involving flying that you think is unsafe, that YOU will bring it to the attention of the Safety Officer, if he/she is present, or to the offending individual

Calendar of Events==========

Perry, Ga. - March 4, 2006

Lebanon, Pa. - March 11, 2006

Mechanicsville, (Richmond) Va. March 18, 2006

Lexington, NC - March 18, 2006

Joe Nall Event - May 17-20th, 2006

Expo Mall Show at the Staunton Mall March 4, 2006

FUN WITHOUT FLYING=======

OK, weather isn't going to be suitable for flying, so try to figure out these. (without using Google or another search engine!!)

1. Which of the following WWII fighters was produced in the greatest numbers?
a. Lockheed P-38 Lightning
b. Grumman F4F Wildcat
c. North American P-51 Mustang

2. Which of the following original Mercury 7 Astronauts never went aloft aboard the single place Mercury capsule?
a. Scott Carpenter
b. Wally Schirra
c. Gordon Cooper
d. Alan Shepard
e. John Glenn
f. Gus Grissom
g. Deke Slayton

3. Lockheed's famed "Skunk Works" was so named because of the stench from a nearby plastics factory. <>True <>False

4. Why does fueling the wing tanks of a Boeing 747-400 cause the wingspan to increase by almost 2 feet?

5. Name an American production airplane that was given a model designation in honor of a famous aviation personality.

6. Aviation is replete with colorful expressions. Three of them are:
a. Cold nose
b. passing gas
c. penalty box
What do they mean?

7. Why does the space shuttle roll 180 degrees shortly after it launches?

8. What was the first airline to become an all-jet operator and advertise that "propellers were for boats."?

9. Who is or was Americas most successful fighter ace, in terms of number of enemy planes shot down, and what type aircraft did he fly?

10. What was the worlds first "supersonic" bomber?

11. (This is the "toughie".) One well-known airframe manufacturer is named after a nearby mountain, and another after a nearby city. What are the names of these manufacturers?

Randy Ryman
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Model of the Month==========

Model of The Month

This months model is the Top Flite Contender. This is a model I've always wanted to build, but just never got around to it. One reason I wanted this one is that it is fairly small, and can usually be toted to the field in one piece, and not require a lot of assembly, so if I have time to get in a few quick flights but not time to take the trailer, I can just pack a few things and go.

Specifications:
Manufacturer: Top Flite Models
Name: Contender
Type: .40-.60 size sport aerobatic
Wingspan: 53.25
Wing area: 660 sq. in.
Wing loading: 21-23oz
Engine Required: 2 stroke .40-.61
Radio: 4ch minimum with 5 servos, flaps optional

The Top Flite Contender is an airplane that I always wanted to build. The only one I ever knew of to exist in the club was flown by Ray Gordon. Ray showed up at the field with one, and some eyebrows were raised, because the plane just looks like it could be quick. I at least was surprised at how easy the plane seemed to fly. It was very maneuverable and slowed down for landing like a trainer. I hope mine performs equally well.
General impressions of the kit: I thought the kit was well prepared. The instruction manual has a picture for almost every step you make in building. The written instructions are excellent. The plans are equally well done.
Building: This is not a difficult kit to build at all. Parts fit was good, and the die cut parts were much

better than some I have encountered. It's a good thing too, because some of the balsa was so hard that I couldn't hardly get a pin through it. But, for the most part, the soft balsa was used where it needed to be bent, and the harder grades were used for parts that didn't have to bend, such as the wing tips. the hard balsa didn't present a problem after all.
The plans provides for the installation of a .40 to .60 engine, and recommendations for installing either in the plane. I chose to install an O.S. .65LA. The plane came out nose heavy, and couldn't be compensated with the battery pack location. I had to add an ounce of lead in the rudder. Because the rudder is basically framed up out of sticks, I added a sheet rudder extension to give me more rudder authority, and to provide a solid place to install the lead.
The kit also has two methods of installing the wing tips-straight, or slanted upward. I have read on RCU that the plane flies better with the slanted tips, so that is the way I went. It actually looks pretty cool.
The airplane can be built with or without flaps. I chose to use the flap. Sometimes it makes for a more interesting airplane.
The plane took about 50 hours to complete. It is not ready for the maiden flight, but weather conditions just haven't been favorable for testing a new plane, at least for me. I will report later on the first flight, but have no doubt that it will fly fine. The final weight on my plane came out to 6.25 pounds, which by my figurin' comes out to 21.8 oz. sq. ft., right within the range stated on the box. Overall, for the price of the kit, I think it's a bargain. But then, I enjoy building also!!
Randy

FIFTH ANNUAL

RICHMOND SWAP MEET

DOOR PRIZES AND RAFFLE

DATE: MARCH 18th 2006

TIMES: 9:00 AM-1:00 PM

SETUP AT 8:00 AM

LOCATION: NEW LOCATION

FAIRMOUNT CHRISTIAN CHURCH

6502 CREIGHTON ROAD

MECHANICSVILLE, VA

FEES: TABLES $8:00, 2 for $14:00

includes 1 admission

ADMISSION $5:00

LADIES,

CHILDREN UNDER 12 FREE

CONTACT: DONALD PUETZ

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DIRECTIONS: From the East and West take I-64 to I-295 North. From the North and South take I-295 to exit 34-A Creighton Road East. Go ½ mile from I-295, and look for the direction signs.