

The Flying Times

The Official Newsletter of the Valley RC Flying Club

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Pres's Korner

Hi All,

First I must apologize to the members and to Robt. Levine for not notifying everyone that Robt. was going to do a presentation on Electric Flight at the October meeting.

We all came away with a much better understanding of what the ratings on Electric Flight motors mean. I'm still a little confused but when I went to the ads in RC flight mags, I had a much better understand as to motor size and capabilities. I see that some of Mfg's now put in the equivalent of a glo powered engine along with the other electrical parameters. I hope that they soon can get together and publish the same sets of ratings. I did find out to my embarrassment that an Outrunner motor is not a manufacturer's name, now I see that there are Outrunners and Inrunners. An Outrunner has the magnets on the outside case and it rotates. The coils are fixed at the center and don't turn. On an Inrunner the opposite is true. Prices are also dropping quickly on motors but don't seem to be dropping at all on Li-Po batteries. Maybe they are afraid of being sued if a battery explodes ..IE. Sony lap top computer batteries, hence the continuation of the high price. Sounds like the WHY for the high cost of a Private Full size plane.

Robt. also brought a heavy duty foam Ducted fan Delta winged plane, which put out a cone of rushing air clean across the meeting room. He used the plane to show the operation of another gadget for the electric flight enthusiast, and that was an In-line current meter with voltage and other readings that were put into memory to be used in the set-up of an ESC and motor. This gadget is also used to select the proper propeller size without overloading the motor or ESC. I believe that it can be used in flight, which will give different readings on motor current as the propellor unloads when moving forward.

Robert says that he will come back again to do another presentation. I'll do my duty and notify everyone.

Next meeting (Tuesday Nov 7th) the Nominating committee will present a suggested slate of Officers which should invite further nominations for the Elections

which will be held at the December meeting. Lets get some of the new members on the Board..

Robt. Levine and his wife have graciously invited the club to have our Christmas Party at their home. Robt has not informed me of a date yet, but said that it would probably be in the early part of December because of all the other Xmas events that happen later in the month. There probably will be a Chinese Auction which usually gets lots of laughs. Anyone know where the colourful shorts are.??

Another note, we had one of our younger members move on to greener pastures who should be honored as the most improved flyer for the year and that is Chris Todd. When Chris first started with the club there was bound to be some excitement when he crashed only to patch it back together for the next weekend. He now fly's much better than I can.

The Air Force has grabbed Chris Todd for their use, and he is now away at basic training, Good Luck Chris.

All for now Regards Pres. Dave..

Notice.... Notice.... Notice....=====

The More-Restrictive
Flying Field Usage Rules Are In Effect

September 1, 2006 - January 31, 2007

Sundays: No activity of any kind is permitted until after 12:30pm. Any normal flying field activity may occur from 12:30pm until sundown. From sundown until 11pm the only activity permitted is flying electric aircraft. No activity of any kind is permitted after 11pm.

Mondays & Tuesdays: Normal flying field activity may occur from sunup until sundown. From sundown until 11pm the only activity permitted is flying electric aircraft. No activity of any kind is permitted after 11pm.

Wednesdays, Thursdays, & Fridays: Normal flying field activity may occur from sun-up until 3pm. After 3pm no activity of any kind is permitted.

Saturdays: Normal flying field activity may occur from sun-up until 12 noon. After 12 noon no activity of any kind is permitted.

Meeting Notice =====

The November meeting of Valley RC Flying Club will take place Tuesday, Nov. 7th, at the Bridgewater Church of the Brethren, 7:30 PM

Items For Sale =====

For Sale: Jack Stafford B-24 Liberator.

Specifications as follows:

90" wingspan, 13#. Built from kit, fibreglassed and painted.

4-O.S. .25FX glow engines, 3-blade

Graupner props and scale prop hubs.

Aircraft has flaps and Robart 605HD

retracts.

Includes 12 servos, battery pack and switch.

Air pump for retracts not included. Requires minimum 6 channel radio.

Entire outfit including transmitter & receiver: \$1400.00

Less transmitter & receiver: \$1250.00

Call or email Randy Ryman: 540-434-2646

email: rryman46@adelphia.net

For Sale: OV-10 Bronco-built and currently flying. Features Robart retracts, 2 x OS .25FX engines, scale cockpit and pilots.

Includes everything except receiver. & transmitter. Great flying plane. Wing is covered with Worldtex and painted, fuselage and cockpit pod fibreglassed and painted. \$300.00 Contact Randy Ryman, same number as above..

Top Ten List== =====

Top 10 Reasons Why gas engines are Better Than Electrics

10. The oil residue keeps your hands from chapping.

9. Gas/glow engines "Bark" at you-- Electrics only "Buzz".

8. Members get to argue about the merits of fuel mixture ratios with a gas/glow engine.

7. Nothing gets the ole juices flowing quite like the smell of

castor oil.

6. Gas/glow engines have more stuff to "tinker" with.

5. If you fly your gas/glow plane more than 100' away, you can still hear it.

4. You can usually tell when there is another gas/glow engine plane flying.

3. If you run a gas/glow engine rich enough--Presto! You have your own built-in smoke system!

2. Sizes of gas/glow engines are at least standardized--When they're talking about cubic inches or CC, at least you know what they're talking about.

.....and the number one reason gas engines are better ...

.....

1. Pilots with gas get a lot more attention!!!!

Randy Ryman

Murphys law--RC versions...

1. If the weather is perfect when you arrive at the field, you will discover that you have left your wing at home!

or,

a. If you have the wing and fuselage, you will have left your transmitter at home

b. If you have the plane, wing and transmitter, you will discover that you left the switch on on the transmitter.

2. If the weather is perfect, you have everything, and it's all charged up, there will be 6 people waiting to fly, all on YOUR frequency!

3. If you arrive at the field with perfect flying conditions, and it takes 20 minutes or longer to assemble the plane, a strong crosswind will pick up as soon as you are ready to start the plane.

a. If, on the other hand, you are quite comfortable flying in a cross-wind, it will start raining, but not before you

have the plane completely assembled, with no place to put it in out of the weather.

4. Your engine will quit on final approach only when you are facing

a headwind, with a slim chance of making the field without the fan turning.

(Note: any attempt to stretch your glide will result in headwinds increasing immediately.)

5. If you make the most beautiful landing you've ever done, no one else will see it.

6. If you make the worst landing of your life, everyone will see it!

7. The least accessible part in the plane will be the one that requires the most attention, but requiring that attention only when you are at the field wanting to fly.

8. The one bolt or screw you drop in the grass will be easily found if you have several other spares, and impossible to find if it is one of a kind.

9. If your plane goes down in the cornfield, at least 3 people will see it go down. All 3 will have differing opinions as to "where" it went down.

10. No matter what happens, there will always be someone there who knew it would.

Further Thought =====

Who's this guy "Murphy" anyway?? And who empowered him to make "Laws", and name each one after himself? I have observed that almost every time something happens that falls into the category of "dumb thumbs", unexplainable, or simply something stupid, this guy Murphy has made some law to accommodate the action.

And another thing, WHAT is his FIRST name!!! No one ever refers to him as anything but "Murphy". Apparently a lot of the club members know him, as I have heard many mention his name as if they have know him most of their life!

Despite the fact that I've heard his name mentioned repeatedly at the field for years and years, I have yet to see him show up on any of our club rosters. For that matter, I haven't seen his name show up on our mowing list either, but feel sure some of his laws have been responsible for some of the mower problems we've had in the past. I think we should take it on ourselves to find out just who this guy is, and how he got the status he obviously holds. We need to get to the bottom of this one way or another!! Let's find this guy and at least get him to pay club dues!!

After we find out who Murphy is, I'm going to take it upon myself to find this guy that everyone is always telling me that I don't know. I haven't met this guy either, so I wish people would quit telling me that I don't know him.....I think the guys name that "I don't know" is "Jack" something or other..... Lighten up, it's been a long year.

Randy

