

The Flying Times

The Official Newsletter of the Valley RC Flying Club

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PRESIDENTS KORNER

Haven't been flying that much in the last month mainly because of other pursuits I participate in. The weather has been to darn hot to stand on the side of the runway and those little breezes suddenly would become quite strong from any direction. Not good for those light weight electrics, not good for planes that you value, except those big one that don't care much about the wind. My old "Magic" 46 size plane has had so many flights now that it doesn't owe me anything so that is the plane of choice to fly in unpredictable wind conditions which resulted in 4 landings that ended up with the plane doing endo's 4 times. Never pilot error !!!!

In my other pursuits I did, however visit another club's field. Over the last

weekend I did a 1,100 mile motorcycle tour into Ohio to visit our old baby sitter of over 40 years ago. He is also an R/C flyer and the day I visited he happened to be going to his flying club's monthly meeting that night and hauled me along.

The club is the Greater Cincinnati R/C Flying Club. Membership is over 200. They have a paved runway but it is not very long, maybe 500 feet at most. They have a grass runway that runs at right angles off one end of the paved one. I did not get to see that strip so don't know how long it was. Their shelter is like a big picnic shelter, open on all sides. It had a cement floor. 200 feet away they had a big shed with sliding doors for equipment storage. They have one mower of about 54 inch cut, weed eaters and a generator. Being in Cincinnati which is at the western end of

the DST zone makes it feasible to fly real late in the evening before the sun goes down.

They have an interesting fund raiser. They call it "The Flying Circus" They get the use of a small airfield and sell admission tickets to the public on a per-car basis. Club members train during the year to put on a show, bombing runs with ground explosions and other sound effect, formation flying etc. One event is a group of 5 planes flying together, secret is that they are all tied together in a diamond shape. Each plane has about a 2.5 foot wing span. Ailerons were on the outside aircraft, engines on the front and rear craft, elevators on the rear craft, don't know where the rudders were.

Another thing the club does at its monthly meeting is a contest called the Broken Prop Award. Each member is trying to out do each other as to the most stupid or otherwise flying event of the past month. Really gets some laughs. The big one this night was the 5 aircraft as mentioned above, crashed and the pilot error part was that the other 4 planes followed the first into the ground.

Now get this, just prior to this meeting their mower, generator and one weed eater were stolen. The thieves rammed in the door and took out

the stuff. They didn't enter via the main road but used a small road that comes in from the back. Their entrance road (about 800 feet), is a small gravel road with bushes on both sides and has to be clipped frequently so you can proceed without getting your vehicle scratched. It also has a paddle locked gate. They were insured. The thieves seemed to know quite a bit about the field.

Off in the distance of about 2500 feet (at about a 45 degree angle) is a Miller Brewery in one direction and in the other about the same angle, 2 power plants, one is a coal fired and the other is gas fired. The problem is the Gas fired one. Homeland Security does not want planes to even fly in that direction and absolutely no overflights. They have worries in the future as there are large gas storage tanks going to be built for gas storage and Home Land may shut them down completely.

The next day we went to Dayton and toured some of the Wright Patterson Aircraft Museum. Of the three hangers we only toured the first one. At one end they had aircraft from the very early 1900's through WW 1 and the other end with late 30's including WW 2. Some very neat aircraft. Only a few of the first jets and rocket planes that were in WW II. Have to go back again to see

Hangers 3 and 4. Jets and rockets must be in those hangers.

Next meeting will be at the field on Tuesday evening at 7:30PM. Several things to be brought up: 1. Repairs to things moved during the Jumbo; 2. Fence repair. 3. Location of windsock and the clubs big round sign. Randy R. put a lot of work into that sign. 4. Fertilizer and weed killer for runway. I think that the 1.5" of rain supplied all the fertilizer we should need. 5. Maybe form a work party to accomplish the above.

Come early and fly a little.

Pres. Dave.

23rd Ray Gordon Annual Jumbo Event Reflection

Well...now that the 23rd Ray Gordon Jumbo is over and I have had some time to think about the event, I wanted to share some observations and comments. I hope you were able to attend and you had a good time. It was a well-attended event and we had great weather. We had good volunteers who put in many, many long hours. As with any event, there are highlights and a few areas that need improvement. But

by far, the good moments out way the bad.

I enjoyed everyone's comments at the last meeting. I made several notes and the open discussion and ideas that where tossed out for further improvements will give us room to make modifications and hopefully make the event even better! I still have a few shirts left if you would like to purchase one. We should see our info show up in the late winter issue of Model Aviation or High Flights.

I will have two topics that I will post in some future edition of our newsletter about the event, but for now I will keep it as a short synopsis. I hope that all of you get to go to some other events this summer and give back to the communities/rc groups that supported

us. I saw lots of smiling youngsters and many wide eyed admirers that I hope someday will become future RC flyers.

Thank you for allowing me the opportunity to run the event. I couldn't have done it without all of those of you who volunteer some much time and energy to help. Each one of you has a very giving spirit and I hope that you will continue to serve others all the years of your life. It's what makes events like this possible.

Yours Truly,
Tim B.

FOR SALE:

"Flying Thingz" Flying Lawn mower. This is a kit by Flying Thingz. It has been built and successfully flown. It IS NOT for beginners! Looks weird in the air. Complete and ready to fly with O.S. 91FX engine, all servos, battery pack and switch-RECEIVER NOT INCLUDED. Put in your receiver and go flying---\$250.00 Thanks, Randy Ryman

Training an old Dog new Tricks

Many of us have heard the saying that you can't train an old dog to do new tricks. The metaphor is meant to imply that once you learn something a certain way, it is hard to get someone to change. I think that may be true in some instances, but when you really

think about it, we change our ways all the time. From communication venues, to media, transportation, business and leisure activities.

The main point I want to focus on is that anyone at anytime in their life can learn to fly an R/C airplane. From 4yrs old to 104. The only limits are the limits that we set on ourselves. Handicapped, male / female, leftie or right handed, big / small, young or old, it really crosses all boundaries when you think about it.

Yes...there are some limited physical requirements, but it is open to all. Since 1975 I have been involved in some facet of r/c and I have seen all kinds of people get involved in RC. I have seen incredible things like a legally blind man fly, a man with no hands fly, a paraplegic fly, a 5 year old fly at the Nationals, a man fly 3 RC planes at the same time, and a man celebrating his 90th birthday learning to fly an RC airplane.

A large portion of our AMA membership is over the age of 58. Some of those individuals did learn to fly at an early age, but a majority of them picked up the hobby as an activity to do once the kids were raised and the career was done. Training those individuals to be good pilots is no different than training an 18 year old.

True.....the learning curve may be a little more skewed to the right but the Delta can be reached by anyone determine and committed to do it.

I also know that many of us learn things at different rates and we might even have to re-learn some things ever once in a while. That's OK too. The key is to keep learning and trying new things. That is what is so neat about this hobby. Commit to learning a new maneuver this fall or taking a glow engine apart and rebuilding it. Build your first kit from scratch or learn how to program a 9 channel radio.

I believe anyone who has a desire to learn to fly...can. I also believe anyone who truly wants to correct a poor flying habit ...can. Never cheat yourself by saying .."well that is how I learned to do it and I can't change". You really can if you want to and believe that failure is not an option. I am a perfect example of and OLD dog that has learned new tricks. I was self-taught to fly at 15 and I set in place some really bad flying habits. For twenty years I flew with those self-taught habits. When I was 35, I had a good friend take me under his wing and showed me the correct way to fly, to build, and how to understand aviation principles. It took a good year to learn "new tricks" or the correct way to fly.

But I really learned a lot and have a better appreciation for those that are truly gifted at precision flying.

I don't get to fly much these days due to other obligations, but I am looking forward to those silver years when I can. I hope to learn even more tricks when I retire and the kids are grown and I can fly 3 times a week like I use to. Until then, I will be looking at ways to continue my RC learning experience and enjoyment. I hope you will do the same.

Tim B.

CONGRATULATIONS TO:

VRFCFC members Don Click and John Rheault for qualifying for their certificates. Good flying, guys!

EAA "FLY THE FORTRESS"

Each flight experience will last about 40 minutes of which 24 minutes will be in the air. Once the B-17 is airborne, you will be allowed to walk about, as you like.

When: August 31-September 2

Where: Warrenton-Fauquier Airport, Warrenton, Virginia

Cost for the flight experience:

Pre-booked: EAA Member \$359

Non-Member \$399

Walkup: EAA Member \$385

Non-Member \$425

Cost for ground tours:

Family \$10

Adults (18+) \$ 6

Students (8-17) \$5

Toll free: 1-800-359-6217 or visit

www.b17.org