



FLYING TIMES



PRESIDENT'S REPORT

by Aaron Swindle

Hello all VRCFC members. Not much in (flying news) lately, just been too darn cold to fly. Some of us did get a flight in at the IcyCarb '09, other than that its been more skiing weather than anything. We have our annual swap meet coming up on Feb 21st, all indications are we will have a nice turn out.

The one area we are lacking in are volunteers for the concessions. Please ask your wives, girlfriends if they would be willing to donate a few hours on a Saturday for the cause. Also, if you have donations for the Raffles, Drawings, bring them with you to the swap meet or hand them off to someone that is going to be there. Thanks to Chester's diligent efforts we have voted in the new bylaw's changes. If you change your e-mail address make sure you let Dan Myers know about the change. Remember, membership dues need to be paid by the close of the Feb meeting to avoid a late fee.



Membership Dues for 2009



By: Dan Myers

At the time of this writing the Valley R/C Flying Club has 41 members with dues paid for the 2009 flying season. In November your BOD supported by a membership meeting voted to amend the dues structure. In short the dues for most

19 to 65 year old renewing members is usually \$50, over 65 the renewing membership dues is usually \$30, and under 19 usually pay \$10. Check the new dues structure for details to see if you fit into one of the usual cases. If you have misplaced your copy of the 2009 Dues Structure please call Dan Myers, Treasurer, or any member of the BOD or email WalkupHol@aol.com requesting your personal copy.

Don't forget the deadline of the February meeting before a \$10 reinstatement fee is required to be added to your normal membership dues. Valley R/C will be in the process of Rechartering our club with the Academy of Model Aeronautics after the February meeting. We want each of you to be processed as a member at that time.

This is the year for us, Valley R/C, to negotiate our lease of the flying field. I listen to the compliments about our field from flyers that fly at other fields. We have a great field for flying. Those of us that do not fly at less desirable fields need to listen to those that fly from some difficult fields. We are blessed and my "Thank You" goes to Winston Weaver and his brothers for making the Village Inn flying field available to Valley R/C.

For those members that have not paid your 2009 dues, please do so before the February 3, 2009 meeting. Are you ready for the Swap Meet?

R/C SWAP MEET

The Valley R/C Flying Club will hold its annual R/C Swap Meet on February 21 at the Weyers Cave Community Center, Weyers Cave, Virginia. Doors open for vendors at 7:00 a.m., public at 9:00 a.m. There will be door prizes, food concessions and an auction at 1:00 p.m. Tables \$10.00, admission \$3.00. For information/table reservations call Jim Stogdale at 540-280-2616, hognot@hotmail.com.

Visit club website: www.vrcfc.org.





By: Thomas White

It has been a little over a year now that I've been a member of the Club, but through the year I haven't noticed many things that I thought needed to be brought up. As the flying season has come and gone though, things slowly began to show up and became more common than I had noticed in the past, and I have decided to make up a list of these "violations" and possible ways of rectifying them.

1. Starting: Starting does not pose a very large problem 99% of the time. But as our aircraft get larger, our safety barrier gets smaller. Club rule is we always use "glove" when hand propping an aircraft. Which I think is perfect. One thing I would like to suggest is the starting of large aircraft ALWAYS be accomplished outside of the pit "area". For a definition of "large" aircraft we will say any airplane having a prop size of 18" diameter or larger.

2. Run-up: I haven't noticed this lately, but I've seen it a few times previously. Anytime an airplane is to be run-up for extended periods of time, I believe we need to incorporate a dedicated "tuning" area for high volume times. I think the best place for this would be near the fire pit. All large aircraft should also never be run above taxi power settings with the prop arc incline with any other flight station, aircraft or personnel. Gas engines typically do not change mixture settings much through the course of a season, so one run-up a day is really all that is needed, so I don't think it is unreasonable that this be done in a dedicated area away from the rest of the general pits. Many are probably going to complain saying this is way over-kill in the safety area, but for those who were there. Imagine what "could" happen if an airplane has a prop structurally FAIL during an engine run-up on the ground

such as happened to Dan Myers in flight. The picture could be very bad for anyone who happened to be in or near the prop-arc.

3. Take-off, flying, landing: This is where I have a very strong opinion, and am going to bring up some past events to show my point of view since I am also one of the few heli flyers at the club. As far as heli's go, most everyone knows that we typically use the far end of the field past the end of the fence for any kind of prolonged hover and training flights. The reason for this is to keep the runway and approach/departure paths clear for the airplanes so we stay out of the way. This typically means flying on the edge of the runway to behind the fence line (basically flying 90° to runway direction). We then have our back towards the parking/pit area and all air traffic flying 45° to the left rear behind us. So we try and make life easier for everyone, but open ourselves up for a lot of potential safety issues:

a. The helicopter pilot now has his back towards all other operations. Because of this if anything were to go wrong and have any other aircraft come behind the flight-line towards him he will never know until it is potentially too late.

b. Since we are at the end of the fence line there is no "protection" for us in the event of a take-off or landing roll-out gone wrong. I have witnessed this on NUMEROUS occasions from pilots having a serious lack of "left stick" skills in my opinion. This I believe can be rectified with an "advanced flight" course. That involves teaching more advanced aerobatic maneuvers. I for one have no problem offering to help or setup one of these courses. I'll even volunteer to put the "students" on a buddy-box and let them fly my Genesis 3D pattern plane for the course, or use their own. All I ask, if you want to fly mine you bring the fuel to feed the thing.

c. This is something I am not 100% sure about, but thought I would ask. As far as fixing situation A, what is the chance of using the land on the opposite side of the creek for a "training" area for helicopter pilots?

d. Large variations in the ground point the aircraft track towards the flight line and goes uncorrected. I mostly see this with some of the newer pilots or those new to larger airplanes or tail draggers. The biggest factor of this goes back to the "left stick skills" and takeoff techniques. A lot of the times when I see this happen it's from "punching" the throttle on the takeoff roll. While this technique typically doesn't pose a problem on the 60



size and smaller airplanes, it is a big problem as the prop size gets larger. Some may or may not realize they are doing it, but I challenge you, next time you go fly push yourself to see how SMOOTH you can make the flight. Use smooth inputs and corrections. yea I know, sounds boring, but when is the last time you got in your car and stopped at a stop light, then put the gas pedal to the door to go, or the brake pedal to the floor to stop. Very uncomfortable to say the least. Not only will it make you a better pilot in giving you more reaction time to adjust your ground track and use that left stick, it'll make your take-offs look more realistic as well. And for those of you who are into the scale warbirds, this will make your life easier when you get that dream "heavy metal" project your working on done.

e. Landings, landings, landings.. This typically doesn't seem to be much of a problem except for one thing I have noticed that is more of a pet-peeve w/ some safety "worries" involved. I've seen where there are a lot of guys who are landing uncomfortably close (to me) to the pilot stations. A few times I have witnessed airplanes that were close enough to our "thick grass" station buffer zones that the wing tips would of come extremely close to taking a pilot out at the ankles if one had been standing there. Lets be honest with ourselves, that grass isn't going to do ANYTHING to protect a pilot. Heck I have TAXIED through the stuff with my pattern plane using less than 1/4 throttle, and that thing has small tires (2 1/4").

What I suggest we do, is either:

(1) make up some kind of "fence line" that comes up to approximately knee height, So roughly two and one half to three feet tall and three feet either side of it to make a "V" shape with the pilot standing in the open-ings. Or

(2) Make a "V" out of hay bales to go in front of and on either side of the pilot standing station. This will protect the pilot from pretty much any size aircraft we currently have flying in the club, and should be fairly cheap and low maintenance.

(3) Overflying of the pits: This isn't a very often occurrence, but I have seen it enough to at least bring it up.

(4) Taxiing back into the pits: This seems so simple doesn't it? I think this is when most get complacent, as the flight is over and it's just another "routine". What I see the most that I think is a problem, is the pointing of running aircraft towards the pits in the "opening" of the fence line. What happens if you get interference at this moment and the plane goes to full power? Not a pretty sight to think about is it? Now what if it was a large airplane? Now it gets REALLY ugly.



Easy solution there. Don't point the airplane towards the pits with it running. Instead taxi parallel to the pilot stations and then shut down the engine.

Problem 2 that falls under this category: Taxiing the airplane with it running while you are standing IN FRONT of it! This is a HUGE PROBLEM!!!!!! This should NEVER EVER EVER EVER happen, but yet I see it on almost a weekly basis when I am at the field. Easy solution here. Taxi the airplane parallel to the flight line, shutdown the engine and CARRY, PULL, PUSH, whatever, the plane back to the pits. It's not that hard to push/pull something that rolls.

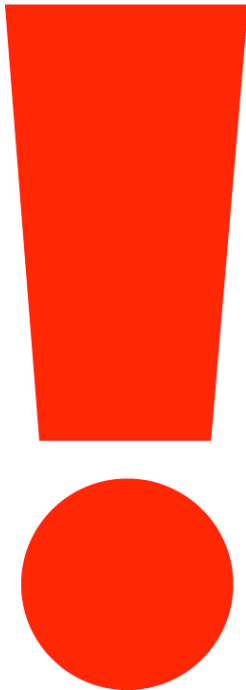
Maiden Flights... This is more for the longevity of the plane than anything. And something that we developed and adopted at the club I was previously involved with. And is to be completed on all "new" builds and "substantial" repairs.



All aircraft over 15lbs or 80" wingspan are to be inspected by at least one other club member that has experience with that size and type aircraft (i.e. if you've never built and flown a large aerobatic model, you can't inspect one for another club member) . This is to include:

- General condition of the airframe.
- Mounting of engine, cowling, landing gear, wings, tail, canopies
- Servo installation to include screws, structure (if visible), servo horns (ask, "loctite on screws?" if metal geared servos), linkage construction and installation.
- Fuel Tank mounting
- Receiver, voltage reg, Rx battery mounting
- Ignition and ignition batter mounting
- Control surface directions
- Control Surface throws (this means, check them against the manuals recommended throws)
- Balance of the model

Again, these are just things I see and things I think need to be brought up at the next meeting or in a newsletter.



HELP!

We need newsletter contributions from club members! Please consider submitting something to the club newsletter.

Suggestions...

- Images/write-ups of projects you're working on.
- Images of flying at the club field.
- Articles of interest related to RC flying.
- Advice from Old-Timers (couple of centuries of experience out there).
- Buy & Sell

" Ideas are like rabbits. You get a couple, learn how to handle them, and pretty soon you have a dozen".

- John Steinbeck