

The Flying Times

The Official Newsletter of the Valley RC Flying Club

April 2005

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IMPORTANT NOTICE

Club Meeting: April 5, 2005 7:30 PM

Here are the directions to the [Keezletown Ruritan Hall](#), for the April meeting.

From Harrisonburg: From the Valley Mall sign at Rte 33, take rte 33 East 3 miles to the intersection of rte 620 NORTH, Keezletown. Take a left at the stop light onto 620 NORTH. Go 1.1 miles to Keezletown. Just after you pass the reduce speed sign, the Ruritan Hall entrance will be on the right. The build-ing sits back off the road a bit but is easy to see.

We'll be using the downstairs room, which you get to by parking between the hall and the barbeque pit on its left. On the back side of the hall, use the outside stairwell that's nearest to the parking area.

See you at the meeting.

WARNING

How many of you have taken the time to read the AMA general rules regarding the flying of model airplanes. You should know that should a situation ever arise where you would have to depend on your AMA insurance to cover you, that you must be in compliance with the AMA rules set forth in their rule book. For instance, under the General Rules, the following is quoted directly from the manual:

IDENTIFICATION:"All models, except indoor, WILL be identified with the owners name and address or AMA number, on or in the Model."

That is required, not an option. These Identification tags are available from AMA. They are neat, stick on labels for your information, and can be put anywhere on or in the plane. Better yet, I keep a supply of them on hand for those who don't have them. If you need a label, or several, just see me or let me know and I'll see that you get some. It is entirely possible to lose your model, as we saw a couple years ago. It was only for a week, but I know of models that have been found that had no identification on them. With all the new gadgets available for models today, it is possible I suppose to have one fly off. (Personally, mine always seem to find the ground promptly!) Anyway, if you need an ID label, let me know.

Randy Ryman

Tip of the Month:=====
Submitted by : Randy Ryman

CHECK THOSE BATTERIES!!!!!!

Sometimes I feel like the club grinch, with all the harping about stuff that no one wants to hear. But this is the April Newsletter, and the flying season is about to start up full swing. Winter is pretty much behind us and the good flying weather is coming. (of course, some don't let a little cold weather even slow them down!)

I happen to have extra flight packs that have accumulated over the years. I keep them in my transmitter case or in the trailer in case I, or someone else needs one some day. Just the other night I took one of the standard on board battery packs and cycled it on my cycler to check it out. I start by fully charging the pack, then discharging the pack. The particular charger I have will tell you how much capacity is left in the pack. Guess What!! On a 600mah flight pack, the actual capacity I had left was 95mah! That

may have been good for one flight--or maybe not! There is a pack that is NOT going to be in my collection--that is a disaster waiting to happen!

It is so unfortunate to see a \$500.00 model (and that's a very conservative figure!) do a "ground penetration test" for a \$30.00 battery. Folks, those numbers just don't compute! Why would you not spend a hundred bucks or so on a tester that might save a very expensive model? Hate to say it, but if you're going to "Dance to the music" you're going to have to "pay the fiddler". Sorry, that's an old saying, but it seems to apply here. We are fortunate today to have some really quality ARF planes available, making the sport more accessible to those who do not have the time or experience to build. But there is more to this sport than just "buy and fly". You must maintain your equipment that makes all the fun stuff happen. And you will need something to assist you in making decisions about what you can't see. And what you can't see, is what's going on inside your battery packs! To sum it up, get some test equipment!!

Biography of the Month:=====



Chester Williams - Treasurer

I learned about the club in the mid-1980's from a friend (and model sailplane nut) named Gerald Taylor. I joined the club as soon as I was eligible to do so. In those days we met in the HFP-SYSCO meeting

room, which featured free soft drinks via a self-service soda fountain!

I earned my solo certificate in late 1987 after spending months trying to fly a Lanier Comet, which was deceptively advertised as being suitable for beginners. It wasn't suitable and I never did solo that plane, but I managed to do so later using a Midwest Aerostar 40, which I still own and fly occasionally today. What a great airplane! Club members Dan Myers, Pete Shifflett, and Rick Cristoph taught me how to fly, and I'm grateful to them for getting me into the air. There were no R.C. flight simulators back then to practice on.

Since then I've owned a number of other aircraft with which I've had various levels of success including a Goldberg Eagle, a Goldberg Sky Tiger, a Motorvator, a Piper Cub, a Dura-Trainer, a Pizza Box Flyer, a Battle Floyd, a Zagi 400X, a Hobby Zone F-27 Stryker, a Kyosho Concept 30, a JR Ergo 60, and (of course) the infamous Autogyro Company of Arizona "2-D" profile autogyro.

Over the years, beginning in 1989, I've been a club officer or board member continuously, serving in every elected position we have except Contest Director. Currently this is the fourth year in a row that I've been the Treasurer, and I'm looking forward to passing the job on to someone else next year so I can devote more time to the club's internet web site.

Although this isn't directly model related, the coolest experience I've had over the years is the ride I took in a genuine World War II vintage B-24 Liberator bomber. It was a once-in-a-lifetime event and worth every penny of the \$300 I spent to get it!!! I can now say that I'm one of the few people alive who have ever done it, and it's really special considering that it's the only B-24 in the world still flying. I could tell you all about the flight, but that's another story...

Buy, Sell or Trade: =====



For Sale by Wes Ryman

Morris Hobbies BalsaNova 120 with a MVVS 1.60 glow engine, 80" wingspan IMAA legal (great for Jumbo) lands like a trainer, will have at the field flying for anyone interested in purchasing who would like to fly it first. Add receiver and fly, 300 dollars, 650 invested contact: Wes Ryman 540-438-1262 (bigredav2002@yahoo.com)

For Sale:

Giant Aeromaster with Zenoah G45, with all servos, less receiver. \$800.00

Razzle Dazzle with Super Tigre .90-\$75.00

contact: Winston Rhodes for either of the above items. 540-867-5279

Meeting Program =====

Show n' Tell for April

Rob Levine will give us a more in depth look at electric flying, both airplanes and helicopters. Rob came to our club last year and brings with him a lot of experience with the electric aspect of this hobby. Come on out to the meeting and hear what he has to say.

In Memoriam

Richard (Dick) Thomas, 74, passed away March 17, 2005 after a long illness. Dick was a long time member of Valley RC Flying Club and truly enjoyed the sport of RC flying. He will be sadly missed by all of us. Valley RC Flying Club extends its condolences to the family.

Swap Shops/Flea Markets

Saturday, April 2-Baltimore-Washington area swap meet. For more info: email:rcstan@webtv.net--for directions: www.crabrag.com

April 16-Scotland, Pa. Flea Market. Scotland Community Center. Sponsored by Chambersburg Modelairs. Info on website at: <http://home.comcast.net/~pmpattcom>

April 30-Frederick Model Aircraft Club Flea Market. site: 4-H Center, 3702 Basford Rd. Frederick, Md.

May 11-14 - Joe Nall, Woodruff, SC

Spring is Springing-(and so will the grass!)

Spring had sprung, and Fall has fell, Winter came, and got cold as.....well, you know the rest. But, we're on the back side of winter now, with a whole lot of good flying in front of us. Which brings me to the topic this month:

MOWING!!

Yep, it's coming, right along with the good flying weather. Maybe a few reminders are in order, for all members. Folks, the good "Mowing Fairy" is not who gets the field mowed each weekend--it's the club members, like you and me. When you show up on Sunday and have the nice, short grass to fly off of, keep in mind that someone has spent several hours doing that.

The club presently owns and maintains two riding mowers. Maintenance on mowers is not cheap! Seems that every year the cost of maintaining them keeps going up. (DUH! kind of like everything else!) In order to keep the maintenance costs down on the mowers, we must treat them with respect. We have made every effort to include the necessary instructions for operating the mowers. There are some instructions attached to the mowers themselves, as well as other information posted in the hanger where they are kept. Please read and follow the instructions. If you have any question at all about proper operation of either mower, don't hesitate to ask someone who does know. The most common problems we encounter are broken mower belts. This is usually a result of mowing too fast through tall grass, or mowing too fast through WET grass, which is often the case when mowing on a Saturday morning, or after a rain. You must slow down when the mower starts to bog down. We have two mowers so two persons can get the mowing done quicker.

Which brings me to the "MOWING LIST". The mowing list has been started and an early version is attached. Names for this list are by member choice or if needed by randomly picking members names, starting with the ones who were not on the list last year. If you want to pair up with someone and pick a weekend to mow,

please advise the club officer in charge, Dave Burgess of the date you want to mow **IMPORTANT:** If you are assigned a week-end to mow, it is your **sole responsibility** to mow the field that weekend, or make arrangements with another member to either trade weekends, or have someone else do the mowing. Then, contact the officer in charge of the mowing list and tell them what the change will be. Don't just dump it off on them by calling and saying "I can't mow that weekend". The field is to be mowed sometime, **not sooner than** Friday noon and **not later than** noon Saturday. All dates indicated are Saturdays. Members should bring their own fuel and it takes 3-5 gallons to do the entire field, runway, pits and parking area. The mowers run on regular gas. Oil is kept in **the mower shed for the mowers**. Mowers should be checked over before and after mowing. If there are any problems with the mower, contact a club officer and **report the problem immediately. There is a log book in the cabinet in the mower shed.** Please list any maintenance done to the mowers in the book, and date it. Example: (added 1 pint oil to rear steer mower, changed mower belt, etc.) This will help us keep track of what is going on with the mowers.

Some basic rules:

1. Only club members can operate the mowers.(insurance reasons)
2. Only the mower operator may be on the mower. (no riders!)
3. No one under the age of 18 shall operate the mowers, whether or not they are a club member.
4. Leave the mowers full of gas when they are put back. Also, check other fluid level before and after mowing.
5. Take it slow if the grass is tall or wet. It is extremely hard on the mowers (especially belts) in those conditions. The roller in the shed will attach to the 2" ball on the tractor mower, and is for rolling the field. **Please, Do Not** pull the roller while trying to mow. It is too hard on the engine to try to do both at the same time.

Valley RC Flying Club Field Mowing List 2005

The following members are responsible for mowing the Village Inn Flying Field on dates indicated. If for some reason the club member cannot mow the field on the date responsibility to arrange to have it done by someone else or trade mowing dates. The field is to be mowed sometime between Friday noon and Saturday noon. All dates indicated are Saturdays. Members should bring their own fuel. Oil is kept in shed for Mower. Mower should be checked over before and after mowing. If there are any problems with the mower, contact a club officer and report the problem immediately. Names for this list are by member choice or if needed by random member pick indicated, it is their sole

		<u>Member</u>		<u>Partner</u>
April	16	----- Dan Meyers	----	Chester Williams
	23	----- _____	----	_____
	30	----- _____	----	_____
May	07	----- _____	----	_____
	14	----- _____	----	_____
	21	----- _____	----	_____
	28	----- _____	----	_____
June	04	----- _____	----	_____
	11	----- _____	----	_____
	18	----- Randy Ryman	----	Wes Ryman
	25	----- _____	----	_____
July	02	----- _____	----	_____
	09	----- _____	----	_____
	16	----- _____	----	_____
	23	----- _____	----	_____
	30	----- _____	----	_____
Aug	06	----- _____	----	_____
	13	----- _____	----	_____
	20	----- _____	----	_____
	27	----- _____	----	_____
Sept	03	----- _____	----	_____
	10	----- _____	----	_____
	17	----- _____	----	_____
	24	----- _____	----	_____
Oct	01	----- _____	----	_____
	08	----- _____	----	_____
	15	----- _____	----	_____
	22	----- _____	----	_____

**NOTICE+++++Frequency
Use+++++NOTICE**

I have tried to maintain a current record of which frequencies club members are using. Not because I have nothing else to while away the hours, or that I'm nosy about your frequency. If we get a new member in the club, and we can steer them toward a frequency that is not used much, it will mean less conflicts at the field. Also, if you are planning on changing frequencies because yours is tied up at the field, we might be able to help you get one that is not used, or not used by many. My current chart shows that there is **NOBODY** on ten of our allotted frequencies. However, there are several frequencies that are being shared by 5 to 7 members.

If you have recently purchased a new radio, or have recently joined the club, please let me know your frequency so I can keep the list updated. Thanks-Randy-email: rryman@shentel.net Ph. 540-434-2646

Model for the Month Of April=====



Owned by: Randy Sampson

Model: Yak 54
Manufacturer: Extreme Flight RC
Wingspan: 68"
Weight: 9.5#
Engine: YS 1.10
Construction: Balsa, ply & sheeted foam, with iron on covering.

Randy says the plane really flies and handles great. I've seen it fly a couple times and it does look good. It appears to be a very well done plane and looks good on the ground.

