

The Flying Times

The Official Newsletter of the Valley RC Flying Club

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June Meeting Discussion

Jumbo Fly In Results

The results of the Jumbo Fly In in June was discussed in some detail at the July meeting, and there will be further information coming at the August meeting, since all the final figures were not available at the July meeting. This was without a doubt (my opinion) the best Jumbo Fly In we have had to date. Everything went very smoothly, we had a good turn out, and everyone, members, visitors, and spectators alike had a good time. I think the club even made a few bucks to boot. This is the results we get when everyone pitches in and helps. Many club members did a good job with this, and even some visiting flyers helped out. Dan Barrick is to be commended for his outstanding job of coordinating the event, and everyone else that participated should feel good about the results. I'm not going to try to mention everyone who helped with the event, because I would surely leave someone out. But, you know who you are, and we thank you. Give yourself a pat on the back!!

Technical Notes

Just for your information

I have some new information on Zagi's ,the flying wings that some of us fly. This may or may not be useful!!

1. Zagi's are a lot of fun to fly on the beach.
2. A Zagi WILL float in the ocean!!
3. Sand sticking to a wet Zagi increases gross weight!
4. A Zagi is very difficult to launch into the disturbed air coming across the sand dunes.
(sometimes results in an ocean landing!)
5. Item #4 above is compounded when you are trying to fly with the prop on backwards!!

Tip of the Month:=====

Temperature vs. Engine Performance

While I personally am not a believer in continually "tinkering" with a model engine, it does sometimes become necessary due to weather and atmospheric conditions. This is focused for the most part on the 2-cycle glow engines and not the gassers.

Extreme temperature changes can make a difference in the performance of an model engine. Altitude does the same thing, but since our immediate area pretty much stays at the same altitude, we'll not bother with that aspect.

When starting up, at least for the first time for the day, it is wise to do a vertical test of the plane to make sure the engine is not too lean. I tend to run my engines on the rich side, but some want every last ounce of power out of the engine they can get, and therefore run them leaner.

When you do the vertical test, you don't want to hear any "sagging" of the engine, indicating that it is going lean. Lean engines can also be hard on glow plugs. Just take the time to check that everything is working properly before flying. For the most part, dead stick landings are pretty common, and manageable for most competent

pilots. But, there are situations where a dead stick can be real inconvenient and result in the damage or loss of a plane.

Buy, Sell or Trade: =====

Explorer 2 meter sailplane, complete with radio and high start. \$100.00

Contact: Randy Ryman

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I have a Sig 4-star 120 with an ASP1.08 and all servos for 325.00 Thanks Robert Cline 896.5168 cline99@adelphia.net

Super Tiger G-3250 ringed version in great shape. Has less than gallon of fuel through it. Great engine, but I need a bigger one! \$100.00

Tim Blankenship tknal@adelphia.net

