

# The Flying Times

The Official Newsletter of the Valley RC Flying Club

November 2005

Editor, Randy Ryman, [rryman@adelphia.net](mailto:rryman@adelphia.net)  
Publisher, Mike Reno, [jmreno@ntelos.net](mailto:jmreno@ntelos.net)

Visit our web site at: [www.vrcfc.org](http://www.vrcfc.org)

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## October Meeting Discussion

1. More on mowing
2. voted to have a Swap Meet in Feb. (See flyer below)

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## Technical Notes

### More On

#### Electric vs Glow

11. Quieter - Electric planes are generally much quieter than internal combustion engines, either glow or gasoline. This is increasingly becoming an issue at flying fields. Many clubs must now follow noise level limitations. When people say "The future is electric", they may be right.

12. No emissions - Since fuel isn't burned in an electric motor, there's no emissions released into the environment.

13. Less charging - When I fly glow powered planes, I have to remember to charge the transmitter, receiver pack, glow starter, and starter battery. With electrics, all I have to do is charge the transmitter, since the motor / receiver battery is charged at the field in just a few minutes.

14. Peace of mind - I never have to check the receiver battery in an electric plane. I never have to wonder if I have enough juice left for that last flight of the day. With BEC in electric planes, when battery power is low, the motor will not run, since it conserves what remains and dedicates it to the receiver. Unless I'm flying a glider stuck in a thermal!

15. Indoor Capability - Because electric-powered planes are quieter and have no emissions, they can be flown indoors, and often are.

16. Gearboxes - Electric motors can be fitted with gearboxes of various ratios to make a wider range of propellers available, and to make thrust more efficient. Overall, providing greater versatility.

17. CG Problems - Sometimes glow planes have issues with fuel draw and center of gravity. For example, with a glow pusher you may have CG changes as fuel is consumed, and fuel draw problems if the fuel lines are too long or if the tank is too low. None of this happens with electrics.

18. Multi-engine planes - Electric motors are ideal for multi-engine planes, whether with two, three, four, or more engines. You never have to worry about one engine quitting in flight, you never have to worry about the motors not being "sync'd" (not running at the same RPM). Plus, can you imagine the oil slime caused by FOUR glow engines? And, electric motors spinning in harmony still has a great sound!

## Food for Thought

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Elsewhere in this edition, you will find a flyer on the Swap Meet the club will be hosting in February. Tell your friends and fellow modelers about it and plan on attending. This is the first swap meet the club has held in many years. If it goes well, it may become an annual thing if there is enough interest. Start collecting that stuff you'd like to turn into cash and plan on getting a table. Come to the meeting and find out more about this fun event and how you can help out.

## Meeting Notice =====

The November meeting of the Valley RC Flying Club will be held at the Bridgewater Church of the Brethren, Tuesday, November 1, 2005 at 7:30pm.

## Buy, Sell or Trade: =====

It looks like everyone is happy with what they have now.

## Aviation Humor =====

More Aviation Humor (this ends my list folks)

"Never fly in the same cockpit with someone braver than you."

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"There is no reason to fly through a thunderstorm in peacetime."

- Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970

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"If something hasn't broken on your helicopter, it's about to."

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Basic Flying Rules: "Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance

of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there."

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"You know that your landing gear is up and locked when it takes full power to taxi to the terminal."

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As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives, the

rescuer sees a bloodied pilot and asks "What happened?". The pilot's reply: "I don't know, I just got here myself!"

**VALLEY R/C  
FLYING CLUB**  
Harrisonburg, VA

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**SWAP MEET**

February 18, 2006

Weyer's Cave Community Center  
Located at Exit 235 off Interstate 81  
Between Harrisonburg and Staunton, VA

100 tables available  
Seller's Set Up - 7:00AM  
Doors Open to Public - 8:30AM  
Tables \$10.00

Admission \$3.00  
Free Parking  
Food Served, Door Prizes,  
Raffles

Located in the Shenandoah Valley, 2 hours south of DC, 1 1/2 hours west of Richmond,  
1 1/2 hrs north of Roanoke

Contact: Dan Barrick  
[dpandm@ntelos.net](mailto:dpandm@ntelos.net)  
540-248-3993  
Visit our website: [www.vrcfc.org](http://www.vrcfc.org)

# War Birds Over Virginia

Report by Dan Barrick:

Gretna Va. Friday Oct.14<sup>th</sup> and Sat. Oct.15<sup>th</sup>.

Located approximately 2 hours south of Harrisonburg just off Hwy 29, The Gretna Model Airplane club hosted their first event at their new field. As I drove back the long lane, past the old horse farm, the sun was beginning to rise revealing a beautiful rolling meadow with a long runway mowed in the middle. Perfect! Pilots were starting to arrive and assemble war birds of all sizes and eras. There were P-47s, B-25s, P-51s plus a couple WW1 biplanes.

I anxiously assembled my ¼ scale Tigermoth, signed up and prepared to get in a flight. Then Mother Nature decided to let off some steam! And blow she did! Nobody wanted to challenge her and we all stood around waiting and hoping it would calm down. I took advantage of the situation, and started handing out flyers for our upcoming Swap Meet {more on that later}. Finally, I couldn't wait any longer and fired up my trusty G26 and taxied out onto the field. Well, it didn't take much runway with that head-wind and up we go! Good Gosh! I didn't think I'd ever get

that bird down! That was the longest 8 minutes in my life! Well, that was fun...Now what? Unfortunately, that was it. Two others tried to fly Saturday but with little luck. Happy to have my plane back on earth, I packed it in and headed for home. Score: Mother Nature -1, War bird pilots-0.

This is a young club with a beautiful field. They will bounce back and are already planning next season. This event was co-sanctioned by the Gretna Model Airplane Club and the Giant Scale War Bird Association.



Valley RC Flying Club  
2640 Autumn Lane  
Harrisonburg, Va. 22801