

The Flying Times

The Official Newsletter of the Valley RC Flying Club

May 2006

Editor, Randy Ryman, rryman@adelphia.net
Publisher, Mike Reno, jmreno@ntelos.net

Visit our web site at: www.vrcfc.org

Pres's Korner

Hi to all..

Well the warm weather is coming but the wind and rain are coming with it. Today (4/22) the wind would be down the runway when you took off, but 90 degrees to it when you came to land. It was also rough air above.

This month I'm going to talk about mounting a GPS receiver to a plane. I know that there was a R/C controlled plane that flew the Atlantic guided by a GPS plus a lot of other electronics. Amazing achievement, but I wanted to mount one on My Plane to see what information it would give me and for the sheer fun of it.

The GPS that I have is a Magellan Sport Track Pro and after I did a lot of manual reading and pushing a lot of buttons, found out what things it would do for me on the plane.

The first I wanted was "Max Speed" and this GPS does it. Not all GPS's will give that figure. Next was "Altitude". I know that it would give ground level but was not sure I could retrieve the Max figure after a flight. After more buttons and reading, found that this GPS has a Vertical Profile Graph and low and behold it presents a graph of "Time" versus "Altitude" and also displays along the bottom the "Max and "Min" altitude. All you have to do is subtract the "Min" level from the "Max" and you have Max height above ground. This GPS also displays total mileage and what they call "Bread Crums". This leaves a trail on the map that you have covered.

The plane, my "Magic" with 46 size engine weighs 4 1/2 lbs, The GPS weighs 7 Oz. That made a flight weight of 1 Oz under 5 lbs which is lighter than my Thunder Tiger plane with the same engine. I used rubber bands to secure it to the top of the wing.

A couple of things you have to look out for is, you probably have to make 2 runs, on against the wind and another with the wind unless the wind is very near Zero to get a true ground speed. That would require landing between flights to reset the Max speed reading. The Altitude one is easy except the plane looks awful small at an altitude of 1358 feet. On my altitude Max flight I also did a horizontal speed reading run but found out later that if you come down too fast that will be the Max

reading (85 MPH). Last Thursday (4/20) there was very little wind and I recorded a speed of 65 on a flight of 3.26 miles. The first flight I made with the GPS, I recorded a speed of 62 and an altitude of 880 feet with a total flight of 4.71 miles. Now you should see the Bread Crum trail I left on the map, it looked like a pile of spaghetti, but I never got near I-81 or S -11. That's another benefit.

I would like to see some Mfg. come out with a model for R/C aircraft that had a Vertical Profile versus time and a graph of Speed versus Time. Of course the Bread Crum trail on the map and total mileage figure. It probably won't be long..

regards Pres. Dave

Safety Reminder=====

On The Subject of Field Safety

By the time you read this, our winter should be well behind us and the flying season well under way.

This will also mean a busier flying field, improved weather being only one of the reasons. Another reason is that we now have more members than ever. With the increased air traffic at the field, it is imperative that safety and good flying habits be on everyones mind. All members, old and new alike, are responsible for reading, understanding and abiding by the Field Safety Rules. New members receive a packet with those rules in them.

Hopefully, the rules will also be posted on the web site for reference. Copies are also on the bulletin board at the field.

If anyone has any doubt about the meaning of any of those rules, he/she should ask a club officer for a clarification. Also, if anyone thinks something about the Field Safety Rules should be changed, added, modified or deleted, they should email the club safety officer (Randy Sampson <beetlenutt@aol.com) with that suggestion. One suggestion that was made recently was that

everyone always take off "into the wind" as is normal practice, but models sometimes don't have to obey the same rules as full scale. If there is no wind in either direction, the preferred take off is toward the silos, or South. This will help avoid potential problems. (I have seen two planes on final approach, one coming in from each end of the field, and heading straight for each other) Also, if you are preparing to taxi onto the runway and others are flying, announce your intentions BEFORE proceeding. Also, when you are preparing to land, announce to everyone that you are preparing to land. I have witnessed several times someone landing and someone else take the runway in front of them. None of these I mentioned ever resulted in damaged planes, but it could happen. Communication is the key point here. (mis-communicaton between two pilots and control tower resulted in the worlds worst aviation disaster ever May 27, 1977, resulting in the death of 583 people on two aircraft. Ironically, both were on the ground at the time.)
'nuff said

Mower Topics=====

Hello all club members, just a quick update on the field and mowers. Dan Meyers and I have tuned up the mowers and they are ready to be used as we need them. Depending on rainfall we may need to play it by ear for a while. I went ahead and cut the barriers down so they can grow back in fresh, we don't want to depend on dead grass to stop an aircraft should the need arise. We will need to be extra careful while flying for the next few weeks, without that little buffer zone between us and the aircraft coming and going. Dan did roll the field, and I went ahead and gave it it's first cut of the season. Should be in good shape shortly with the rain we finally had yesterday and today.

Mower operation: If you are new to the club and have never run our mowers, please do not hesitate to give me or another experienced

club member a call for some help. No sense in anybody getting hurt on a mower. When you have finished mowing we ask that you do three things **without fail:**

1. Check the oil
2. Re-fill the tank/tanks with gas, there is gasoline in the two red plastic gas cans in the shed. **The rear steer has a tank on either side.**
3. Brush away as much loose grass from the deck and wheels as you can, I will leave a small whisk broom up on the wall for this.

Back the mowers into the shed, **slide the doors closed carefully**...those shed doors can really pinch a finger in a hurry.

Thank you for your time, lets have a safe and fun Flying Season! :)

Aaron R. Swindle
Field Marshall

To all members VRCFC

2 weeks ago I and the Board of Dir. became aware of a commercial grade mower that is for sale that was traded in at Dayton Equip.

It is a 26 HP Kohler motor, 61 inch cut and is Zero-turn type. The model name I think is "Great Dane" yellow in colour.

A number of members . Dan Myers, Aaron Swindle and Doug Adler went over to look over the mower (I was unable to go as I was away). They all reported that they were satisfied with the condition except for a missing discharge chute and a bad Emergency brake cable. The price was \$2695.

I did a quick call to all Board members and got an affirmative vote for the purchase of this mower. I went down on that Friday and looked at it myself and liked what I saw. I could not bring the price down but they are putting on a Discharge Chute and a new Emergency Brake cable. Last fall the BOD was given the go ahead for a mower purchase so I agreed to the sale and got a check and paid for it.

This mower was owned by Mulligan Driving range in Hburg and was used by Aaron there about a year ago, so he knew the mower. This mower probably was not used much more then once a week, not like a Lawn service which would use a mower daily, all day long. They have about 7 or 8 acres, we have about 3.

This mower should also be able to cut the long grass that's before the creek crossing. The only problem is to get it to the other side and back.

The Field Marshall and a few members had a little discussion about who will operate it and our conclusion was to maybe limit it to 7 or 8 members who would be thoroughly checked out in it's operation. It was felt that this is a big mower and one could get into trouble real fast. This idea is not cut in stone and will be brought up at the next meeting. Also the cost of fuel, people's time etc. will be brought up. It is the present thought to sell the Rear Steer and keep the other mower as back up.

sincerely Pres. Dave B.

Meeting Notice =====

The may meeting of the Valley RC Flying Club will be held at the Bridgewater Church of the Brethren, Tuesday, May 2, 2006 at 7:30pm.

Upcoming Events=====

Joe Nall Giant Scale

SC
5/17/05-5/20/05 - Woodruff, SC (C-Restricted to IMAA)
Joe Nall Giant Scale. Site: Triple Tree Aerodrome.
Michael Gregory CD, 28 Rocky Point Way Greenville SC
29615 PH:864-297-1201 email:
mikegregory@charter.net. Early registration \$35. After
April 15th \$40. BBQ Friday Night May 19th \$25. Float
Flyers - must be on Ch's 22, 23, 24. Must be IMAA
member. Sponsor: CONFEDERATE AIR FORCE

On June 3, the CVRCA will hold our Spring air show at our field located in Lynchburg VA. Spectators and guest flyers are welcome. For more information, please contact Gary Cowden at garyandnancy@netzero.com or Gene Patzsch at GPATZSCH@ADELPHIA.NET. We hope that you will share this information with your club.

Food For Thought=====

Things I've learned about RC.

I've learned: that the saying, "Better to be down here wishing you were up there, than to be up there wishing you were down here", is ABSOLUTELY CORRECT!

I've learned: that the cost of almost any crashed plane is generally much more than the cost of a good piece of test equipment that may have prevented the crash in the first place----if it had been used!

I've Learned: that while some people willingly spend thousands of dollars on that special plane, they almost gag at the thought of spending a hundred or two on something that might save that plane from certain destruction down the road.

I've learned: that buying an expensive piece of test equipment with all the bells and whistles, is absolutely USELESS-----if you don't know how to use it properly, or know how to interpret what it's telling you.

I've learned: where the term, "Dial-A-Crash" came from, as it applies to computer radios.I've learned: that "Murphy's Law" also applies to model flying!

I've learned: that while "hindsight" is indeed 20/20, in this sport it usually shows up after an airplane has been re-kitted.

I've learned: ARF's are here to stay, and kits and kit builders are a both becoming extinct.

I've learned: that despite having been in RC for 21 years, built (yes, built, not assembled) more than 62 aircraft of all types, I am STILL LEARNING!

I've learned: That modern technology has allowed entry into this hobby with little or no knowledge of aerodynamics, especially those areas concerning lift, thrust, drag and gravity!

I've learned: That thousand dollar transmitters and hundred dollar apiece digital servos will not make you a better pilot. You cannot spend your way to proficiency. The best way to proficiency is **Practice, Practice, Practice, Practice,**
Practice,.....

Randy Ryman



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