

The Flying Times

The Official Newsletter of the Valley RC Flying Club

June 2006

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

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Pres's Korner

Boy a lot of discussion got started this past month. It all started with a Mid Air. This subject's discussion proceeded to include Flight Rules in general, flight line location, number of pilot stations etc. A lot of Emails flew around between members regarding all the above. After all was said and done, I think that Dan Myers stated it most eloquently and I quote.....

" I am beginning to see and hear a attitude of tolerance, patience, and understanding of each other's flying. Safety is achieved by attitude and common sense of those involved and not a set of magical rules. Our Safety Officer has suggested the use of common sense (and I will add mature judgment) be a priority, while we participate in club activities. We need a set of rules and we have a set in place. From time to time they may need to be revisited. It is important to respect the rights of others. You and I must realize that if someone else operates a different type airplanes or practices different maneuvers, they are not necessarily a safety hazard. Valley R/C is much like the USA in the fact that our strength comes from our diversity. I believe that most spectators like to see a variety of planes and types of flying. "

Boy Email can make communications real easy and fast. During the Email blitz, I read the Flying Rules again and believe the Flight line is on the pit side of the runway running along the runway side of the Grass barriers. (runway is 69 feet wide at the shelter area. Plastic fence is 91 1/2 feet from corn field.

I agree with the number of planes in the air being limited to 4, except under special circumstances,

I include that comment as we could at some time get interested in Air Combat and that can involve more planes then 4.

The only thing that I don't agree with is the MUST USE of the flight stations. For instance, if my plane, flight box, fuel, starter are all near # 4 and #4 is in-use by a pilot flying a 35% gas (which can stay in the air forever) and #1 station is empty, I don't feel very safe taxing my plane down to # 1 either behind the pilots of # 2 or # 3 or on the runway and then walking down # 1. What if I tripped on something and my transmitter goes flying. I would have no idea where that plane is going to go. I went down to the field this afternoon and did some

measuring. The distance between #1 and # 4 is 213 feet. My home lot is 100 feet wide and my neighbours is also 100. I would have trouble hearing him if he shouted at me from the far side of his lot and I at the farthest from his lot. Then add 3 planes, all making noise, Ins 81 din, wind and people talk etc., we would not be able communicate with each other on the flight line between #1 & #4

The passageways through the fence are all about 12 feet and a few inches. Distance between the center of each passage way is approx. 36 feet. Flight stations are arranged to be offset from every 2 passage ways.

I think we can safely use each passage way for pilots and planes but maybe limiting one pilot for each grass barrier between runway entrances.

As far as being able to determine how many are flying, I have been doing that for years by counting the heads of those strange people looking into the sky. I have not been wrong yet.

The next meeting (June 6th) will be at the Field. Bring a plane and fly early.

Regards Pres. Dave.

Safety First=====

Safety Tip: Ever been flying with other planes in the air and heard one of the following: "I ain't got it", or "deadstick, coming in", or "Hey, I think I've got a problem, I'm landing". It sure takes the edge off your being able to concentrate on flying your plane, wondering what is about to happen. Or, sometimes when we have a cross-wind blowing toward the pit area, some landings (not to mention take offs) can get pretty unnerving, even with experienced pilots at the controls. Of course, if you have a spotter beside you, he/she can keep you informed of what's going on without you having to take your eyes off your plane. But, assuming you don't have a spotter, this might work.

If there is time, try to position your plane in the general vicinity or direction (not close) of the problem plane, so you can have both within your field of vision. That way you can see what's going on without losing your own plane in the process. I have also seen situations where I wanted to get off the flight line altogether, even with my plane still in the air. If you are careful, this can be done also. You

might at least get the fence barrier between you and the plane.

This all sounds simple on paper, but in fact the decisions that have to be made in the situations described above have to be made in split seconds. The last thing to consider is this. If you are the one having problems, but still have some control of the aircraft, it is your responsibility to decide if you have ENOUGH control to bring the plane back to the runway safely without endangering others in the process. It would be far better to set the plane down in the corn field away from flyers and spectators and walk after it than take a chance. Again, these decisions have to generally be made without the time to call a committee meeting to decide what to do!

***** Notice *****

Please remember that the Valley RC Flying Club email newsgroup (vrcfc-members@yahoogroups.com) is to be used only for club related matters and RC related matters. Feel free to post anything RC related to the group. Looking for a plane, got one to sell, need a part, this is the place to advertise for it. Any other business not related to the club or RC flying should be addressed to individual members. Thanks
Chester, Club Webmaster

Meeting Notice =====

The June meeting of the Valley RC Flying Club will be held at the field instead of the Bridgewater Church of the Brethren, Tuesday, June 6, 2006 at 7:30pm.

Upcoming Events=====

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.

On June 4th beginning at 9:30 AM the EXPO RC club will be hosting a fly-in. The event is open to all types of planes and tailgating is invited. Food and drinks will be available.

Food For Thought=====

Food For thought

Why is it that despite the advances in RC technology, especially in the area of radios, receivers, etc, that we are seeing what seems to me an increase in the frequency of crashes, accidents, incidents, near misses, etc.- at least in our club?

Today, our radios are, feature for feature, far less expensive than they were back in the 70's---and they are a lot more dependable now days too. The pain and frustration of setting up a model the old fashion way has been eliminated with the advent of the "computer" radio--and this is a good thing. Far as I'm concerned, the computer radio is the best invention since pockets on shirts!

With the onslaught of the ARF's we have planes now that are a far cry from the so-called "ARF'S" that started showing up in the late 70's. They were few and far between back then, and some of their flight characteristics were questionable at best. the ARF's available today are so far removed from those of 25 years ago that is can't even be compared. The ones today are better quality, lower cost, lower weight, actually look good, and most that I've seen fly great in the hands of an experienced pilot. Kits and kit building is slowly fading away, and very few seem concerned that it is.

And what about the "Flight Simulators"!!! They are nothing short of incredible! You can practically learn to fly RC without ever having shown up at a flying field or asking for help. And crashes, no problem! Hit the space bar and it's all fixed again and you start over. How cool is that!

So where's the problem????? Radios are better, planes are better, and we have simulators to learn on in the comfort of our home (or at the local Hobby Shop).

There is one thing I believe is common to the technological advances mentioned here. All of the equipment mentioned above lack two things. They can't even be ordered as options. One of those things is "experience". You might gain enough experience if your wallet holds out long enough.

The other thing is "common sense". Can't buy that either, I don't care how much money you have.

The thing is, ARF's today are so low price, being built in China, Viet Nam, Thailand, or where ever, that you couldn't even begin to build a kit of the same thing for the price they sell for!

The low price ARF's have opened the hobby to a lot more people that would otherwise not be in it if they had to actually build a plane. They simply don't have the time, the patience, the experience to build, (there's that word again) or in some cases, a place to build. But they do have MONEY!

So, if you crash a plane, a quick trip to the LHS, a few hours of assembly time, and you're ready to go again. I guess what this boils down to is that a plane that only took a couple hours to get ready to fly is a lot more expendable than one that you might have say, 100 hours in building. So they are expendable and the pilots are willing to take more chances sooner than they would have otherwise be willing to. I think that is also known as "flying outside the envelope." (for the really new members, that term means that you are flying beyond your capabilities, but for the moment getting away with it!) Flying outside of that envelope usually comes with a price tag, and that tag is usually attached to your plane! Flying outside the envelope does not always mean that the individual is flying dangerously or recklessly either, but it could. Let us also not forget that we also have 65 members in our club now. As membership increases, so will the number of planes flying. Taking into account all the possibilities for a failure on a given plane, X the number of planes, X the number of pilots, etc., the odds increase significantly that something will get overlooked on the ground that will result in a problem in the air that sometimes results in contact with the earth. Things get overlooked sometimes even in full scale flying. Why should we expect any different from

model pilots. Every member, new or old, who has internet access should go to the AMA website and the "AMA Insider" (the new name for the National Newsletter) and read Don Lowes column on the ABC's of safety. It's a good read.

Randy

Tips and Tricks=====

Flying Tip: Those of us who regularly engage in this sport sometimes have to deal with "dead stick" landings. Sometimes this results in a broken prop. One way to lessen the odds of breaking a prop during a dead stick is to mount the prop so that when the engine comes up on the compression stroke, the prop is horizontal as opposed to vertical. That way, if the engine goes dead, the prop will stop horizontally and lessen the chances of breaking it during the impending landing. Obviously, if you are approaching at a 45 degree angle, forget this, it won't help!! And, on larger engines, this sometimes is not possible due to the angle the prop must be to get the correct "flip" on the prop.

Notice=====

I have placed a new Verizon phone book at the field. It is currently in the white cabinet. If I can find a suitable weatherproof clear plastic holder, it will be placed where readily available for all members. It just might come in handy.

Randy Ryman

Warning=====

There is reason to believe that there is interference on Channel 35 at the field. To date four planes using different equipment but all on Ch35 have experienced interference type problems and been lost. Testing is ongoing but please avoid that Ch until the matter is resolved. Dave Burgess

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

