

Flying Times

The Official Newsletter of Valley RC Flying Club
August, 2006

The August meeting of the Valley RC Flying Club will be held Tuesday, August 1st, at the Bridgewater Church of the Brethren, Bridgewater, Va.

Note: Please read this newsletter carefully. By accepting membership in Valley RC Flying Club, each eligible member agrees to be assigned to field mowing responsibilities if there is not enough volunteers.

Notice about Field Mowing

The flying field did not get mowed the weekend of July 22-23. That is because no one had voluntarily signed up to mow. Come'on, people, we have almost 70 members in the club now and have problems getting members to volunteer to mow the grass--ONE TIME A YEAR! Just in case you may not be aware of them, the Field Mowing Instructions are outlined below. Personally, I can't understand why we had less problems getting the field mowed when we had half the members we do now. Plus, we now have much better equipment to mow with.

Field Mowing Procedure

It is the responsibility of the member who's name appears on the mowing list to see that the field is mowed on the designated date. If that member is unable to mow, it is His/Her responsibility to either trade weekends with someone else or see that it gets mowed. **DO NOT CONTACT THE VP!** Take care of it yourself. It

is also the responsibility of the assigned member to fill up the gas tank on the mower/mowers after completing the mowing.

RESTRICTIONS

1. No one under the age of 18 is to operate or ride on any club equipment.
2. No member over the age of 65 will be assigned to the mowing list unless he/she volunteers to do so.

Presidents Corner

My subject this month is Pre-Flight checking, specifically "Throw Direction" on the control surfaces. I have had flight control surfaces set in the wrong direction and have heard of others having an aircraft go down because of it. After my first 2 occurrences of such errors, I decided I had to come up with a fool proof method to tell if the throw directions were correct. First, never try to check throw directions with the airplane upside down or with you standing facing the plane, or you will convince yourself that they are correct. Famous last words. They are sometimes wrong! I know because I have had mental battles as to whether or not I had them right. You know the answer, one is usually wrong. I find that if the plane is sitting on the ground with the nose pointing away from me and I stand behind the plane, facing the tail, I can make judgments as to the correct directions when the sticks are moved. If I move the aileron stick to the "right", the "right" aileron will come up toward me. In other words, the stick end and the aileron are coming closer together. Then do the left side. The same result should happen. Then I check to see that they are going in opposite directions. (With 2 servos you can easily end up with both going in the same direction at the same time--not good!) For the elevator, I essentially do the same thing. Pull the stick back and the elevator should come toward the stick. Same as above, stick end and elevator are getting closer together. Pushing forward should of course make them go farther apart. The rudder is a no brainer -stick to the left, rudder goes left. Stick to right, rudder goes right. The throttle of course is nearly a no brainer, except when dealing with an electric, most of which must be at minimum throttle (including trim) before the motor will arm itself. I have not come up with a sure fire solution for that one. I have ended up in the programming mode more than enough, wondering what *&@*& is wrong. For the above I mention again-the plane must be on the ground with the nose pointed away from you and you are facing the plane from behind.

-----Happy and Safe Flying

Pres. Dave

Building Tips

Ever need to attach balsa or ply to fiberglass, like a fiberglass fuse or cowling? Next time use "GOOP", available at Lowes or Home Depot. It comes under "Shoe Goop", "Carpenters Goop", but it's all about the same. It has holding power like you wouldn't believe, and unlike epoxy, retains some flexibility. It works great. Try it.

Ever have trouble controlling epoxy when putting in certain parts on your model? Here's a way to get rid of the excess epoxy and make a neater joint, plus reduce weight. If you are edge gluing a part to another part, line up the part first and mark around it with a pencil. Remove the part, and put masking tape around the pencil line of the part. Epoxy the part in place. When the excess epoxy squishes out, it will come out onto the masking tape. After the part is clamped, or while holding it, pull off the tape, and the excess epoxy will come off with it, making a nice neat joint. Excess epoxy makes a sloppy looking job, AND adds weight. Epoxy outside the joint does no good anyway. I know, it doesn't sound like much, every bit of weight you keep off the plane will make a difference! (If you're going to add weight to your plane, do it where it matters--with horsepower!) This also works well with most other adhesives, except of course, the CA types, which set almost instantly.

Don't assume that all servo arms are interchangeable from manufacturer to manufacturer-They're not! Many a plane has been lost due to the wrong wheel being put on the wrong servo-and it slipped in flight. Also, when making those final adjustments and checking servos, always put the retaining screw back in the arm or wheel to secure it. (Yea, I know, who would be so dumb as to forget something like that.) Always check and recheck your work. Just today I read of a person who built a nice P-39, and lost it on the first flight due to a dead flight battery. Maybe he should have used a battery checker before flying, rather than assuming that the battery was charged.

If you're thinking about building a certain model, and just aren't certain about it, put out a question on RC Universe (rcuniverse.com). Chances are good that several others have already got experience with it. This site is a great place for information of all types. Ask any question in the right forum and you're sure to get an answer. Then, you can make a determination from the answers you get and go from there. I've been communicating with a guy in Louisiana and one from Mississippi about my latest build, and it's sure to save me a lot of time, since they have built the plane and know what things should be changed/modified. If you haven't taken the time to browse this site, do so. You can customize it to suit yourself and your interests, so you don't have to scroll through all the stuff you're not interested in.

Buy/Sell/Trade

FOR SALE: Top Flite DC-3/AC-47 gun ship. Currently flyable. Ready to fly. 83" wingspan, IMAA legal. Has Robart scale retracts, operating flaps, 2 x OS .40LA engines, 9 servos. Everything except receiver. \$375.00 Great flying plane. Contact Randy Ryman 540-434-2646.

For Sale: OV-10 Bronco-built and currently flying. Features Robart retracts, 2 x OS .25FX engines. Includes everything except receiver. & transmitter. Great flying plane. \$350.00 Contact Randy Ryman, same number as above.

Note: The above airplanes are NOT for beginners. They fly very well, but are for experienced flyers.