

The Flying Times

The Official Newsletter of the Valley RC Flying Club

July 2007

President: Dave Burgess

dmburges@planetcomm.net

Safety Officer: Randy Sampson

beetlenutt@aol.com

Training Coordinator, Tim Blankenship

rcflyertim@yahoo.com

Editor, Daryl Tonini

dtonini@earthlink.net

PRESIDENTS KORNER

Another month has slipped by. But weather has been a little better for flying.

Our big Fund raiser was a success. A total of 41 registered pilots took part. Friday was a little iffy because of weather but still registrations were above that of last year for a Friday. Pilots must be taking much more mechanical care of their planes as there were no crashes that could be blamed on mechanical problems. Not even any channel interference hits.

One Jumbo plane did crash however. He was making a turn at the north end of the field and was going a little slow and tip stalled and plunged into the parking lot near the buildings north of the field. He had just about corrected but did not have enough height. He said the plane is repairable. Another plane did a pin-wheel with the corn at the north end but damage was light. Another crash, which was not during the Jumbo, was Joe H. making a very short flight into the corn. He admits that he probably lifted it off too fast and it stalled

All reports say that it was a very well organized event and are coming back next year, even some saying that they would rather come here than Joe Nall. More flying time, good field and more relaxed. Now that is a feather in our hat. Forgot to mention that there were comments on our good food also.

We had a big increase in general public visitors this year. Cars were parked out past the bend towards the road on the north side of the creek on Saturday. The extended flight line (about 50 feet longer this year) only had about 4 spaces left.

Even a lot of visitors showed up Sunday morning when things were hardly happening as nearly all pilots except for about 4 had left to go home. Randy S. Wes R, and Aaron S. kept them entertained with flights.

Randy and Aaron had those 2 little Mustangs chasing each other all over the sky. Wes had his Lawn Mower all revved up and was doing loops, rolls and other things a lawn mower is not supposed to do. That was a big event for

the people I was sitting with,. They could not believe that thing could fly. And then Wes put up that Delta speeder, that really phased them out. I think they will all have sore necks on Monday morning following all those flying objects. Thanks to Randy, Wes and Aaron and also thanks to Todd, Cherry and helpers for all the excellent food and finally thanks to Tim B. for doing an excellent job as Jumbo CD and also to Aaron for his witty PA performance. Also thanks to our Flight Line Boss Pete S. for keeping the pilots and planes in order.

The other side of the coin, not during Jumbo time is that on Thursday I crashed my foam Typhoon (again). Because of that crash I must really emphasize that one check out his transmitter and plane before each flight. My mistake, 2 believe it or not, was in not checking my antenna, not up (I do that a lot with electrics) and I had accidentally brushed the aileron trim full right and didn't notice it. I was on low rates and did not have enough control to overcome the trim error. Of course it went "Bang" in about 10 seconds. I never got far enough away for the antenna being down to have an effect. I did however did get some useful information from the flight. I had the Data recorder on the flight and it showed that with the larger Diameter, smaller pitched prop on the plane, it had a max amp reading of 15.58 amps at 174 watts, which was 2.79 amps and 29 watts LESS then when I had on the smaller prop with more pitch. That should be right because I was using full power when I took off, even though it was a very short flight.

The other mishap I had flying after Jumbo event was that my little 8 1/2 in wing span plane is lost somewhere near the Village Inn or maybe across HWY11. It was pretty high when I lost sight of it. It cleared the trees west of the pits. It appeared to catch a thermal that must have been over the trees. I now know that the radio range is very limited so I could not turn it around. Yes I did have the TX antenna up. That's the second time it has got away from me.

Guess that is all for now.

**Meeting will be at the FIELD on
TUESDAY JULY 3RD at
7:30PM**

President Dave

Second Aircraft

So, you've joined the club....got your solos behind you...you've been flying for a good while; flying that trainer around in an oval has begun to lose it's luster. Well we all seem to reach that point don't we. You still enjoy watching the aircraft cruise around but want a bit more excitement. Alright...good, what should your next aircraft be? This is the point where (you) have to decide what kind of flying you want to do. The list of available aircraft to choose from can be mind boggling. And in each category there are so many to choose from.

I think I'll use Mike Meffert here as a great example on how to transition from trainers to more advanced models. Mike started with a Nexstar as do many new pilots. Mike and I spent many hours at

the field really polishing all his natural flying abilities, Mike is a retired Delta Airlines pilot. It's a completely different experience to stand on the ground and fly a model than when you are sitting in the cockpit behind a yoke and rudder pedals.

The aircraft fly similarly, but you can't feel the forces that are working on the aircraft. Mike chose a (Big Stick) for his second aircraft. Very aerobatic, the aircraft has a low slim profile and does extremely well in a crosswind...they are just hours of fun to fly. Not only that, the cost is low in comparison. That is important, when you start learning more advanced aerobatics....you might want to consider the cost of your aircraft. Maybe shoot for an aircraft that will do all the spins, loops, rolls, knife edge, etc... but keep the cost down a bit. Why? The chances of a crash do increase a bit as you advance to quicker and more nimble models. The trick is to stay up high as you learn the new stuff...once you've got it under your belt come down a little lower. One good choice is profile aircraft. Flat fuselage, with a fully symmetrical wing. Most of these are fairly inexpensive and will do about any maneuver you can dream up. They are very forgiving on recovery time and make a nice second aircraft you can enjoy for a good long time.

If you decide you want a warbird, keep in mind the (trainer) models are much more forgiving than the larger version. For example: The PTS P-51 trainer (Progressive Trainer System). Lots of fun, and great to watch in the sky. Allot of take-off and landing forgiveness has

been built into the aircraft. If you made it out to the Jumbo and watched Dave from D.C. land his P-47's you get the idea of what I'm saying here. The larger versions 1/5-1/3 scale.....are not nearly as forgiving as that first trainer warbird you had. Best advice, get on a buddy box with someone that has some warbird experience. Do it right from the outset and chances are you'll be successful. Okay enough from ole chatty Aaron, I just hope this little article will helpsomeone down the road.

Aaron Swindle

FLYING FIELD HAPPENINGS

Hello all members, I met with Vern Michaels . . . and he has volunteered to fix our creek crossing for us. We went down and looked at it . He is going to put in some large stone for us and pack it down with a vibratory heavy roller. It will most likely cost us nothing at all. Vern and his wife are without a doubt some of the kindest people I've ever had the pleasure to become acquainted with. They saved us close to \$100.00 in (ICE) alone for our coolers and Todd's snow cone venture. By the way Todd's new nick name is {ICEMAN}!

Vern said it would be about two weeks before he gets the stone in.

P.S. comments from visitors and pilots about the Jumbo were:

"It was like watching a well oiled machine work together"

"Skipping Joe Nall next year to come to your event"

"Safest and most fun fly-in I've been to"

"People in your club were very nice to us. We can't wait to come back"

"We love your flying field, and you are an awesome club"

I guess that just about sums it up
VRCFC

The Jumbo has become very popular, pilots filled the fence row down to the end. We may need to consider putting in next years advertisement something like "First Fifty Pilots" Just a thought.

AWESOME JOB TO EVERYONE IN THE CLUB! THANK YOU FOR YOUR HELP AND FOR SHOWING UP!

Aaron.

UV NOTES

The May 2007 issue of *EAA Sport Aviation* carried an article titled "Keeping Ultraviolet at Bay". The article is by-lined by Chuck Brownlow, a practicing optometrist and chair of the Aviation Vision Committee of the American Optometric Association (AOA). It deals with and prescribes preventative measures pilots (full scale) should take as they pursue their profession. While the altitude effects of UV exposure are

minimal at our field location, the "fact that UV effects can be an important factor for pilots, who spend many hours in the sun in and around airplanes . . ." is worthy of the RC pilot's attention.

Even at the altitude of our field, about 1400' above MSL, it is estimated that there is about a 6% increase in UV radiation for that found at, say, Virginia Beach. Among the factors cited in the article and specifically incidental to our flying field . . . are:

- Weather: UV radiation permeates through overcast conditions such as haze and clouds;
- Length of Time Outdoors: The longer you spend in the sun, the more UV radiation you receive;
- Eye and Skin Color: People with light-colored eyes and skin are at greater risk
- Time of Day: UV radiation is highest between 10:00 a.m. and 4:00 p.m.
- Season: UV radiation is most intense in the spring and summer, low in the fall and least intense during the winter.

Another paper cited in the SA article observes that "protection from sunlight can be obtained by a brimmed hat or a cap and UV absorbing eyewear. A hat or cap can reduce UV exposure by about 50 percent. The AOA recommends that to provide protection for your eyes, your sunglasses: should block out 99 to 100 percent of both UV-A and UV-B radiation; screen out 75 to 90 percent of visible light; be perfectly matched in color and free of distortion and

imperfection; and have lenses that are gray, green, or brown. Ultraviolet protection is better if the eyewear has a wraparound design to limit the entry of peripheral rays.

In addition to the UV effects on our vision system, the article points out the dangers of over-exposing our skin to sunlight.. They recommend that sunscreen be generously applied to all exposed skin. The sunscreen should have a sun protection factor (SPF) of at least 15 and be broad-spectrum. Don't forget your ears, nose, neck, and hands. One ounce, enough to fill a shot glass, is considered to be the amount needed to cover the exposed areas of the body properly.

In the words of the author of the article: "The experts make it clear. It is possible to have your fun and be safe about it, simply by taking a few precautions. Good sunglasses, a hat to protect face, ears, and neck, long sleeves, slacks and socks in the heat of the day, shade where and when you can find it, sunscreen "slopped on" along with copious amounts of water are your keys to enjoyable days in the sun and extended health for your eyes and skin.

Member Ron Capstack (an ophthalmologist) adds the following:

Here is another suggestion from the American Academy of Ophthalmology:

Protect Your Eyes From the Sun.

Like your skin, your eyes never forget UV exposure. Studies show that exposure to bright sunlight may increase the risk of developing cataracts and age-related macular degeneration (AMD), both leading causes of vision loss among older adults. UV exposure, wind and dust can also cause pterygia, benign growths on the eye's surface.

Select sunglasses that block ultraviolet rays. Don't be deceived by color or cost. The ability to block UV light is not dependent on the darkness of the lens or the price tag. (N.b. polarized lenses may not be compatible with your computer transmitter screen).

Thanks, Ron, for your comments.