

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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www.rcflyersunlimited.com

Current News

Duck season is finally over. The 10:15 AM restriction at the field will be lifted until further notice.

A few more members are flying helicopters. Some members have suggested that we utilize the pad next to the storage containers as a take off and landing platform for helicopters. The helicopter pilots will fly to the south east away from the main runway. And because of the higher volume of vehicles at the field during club events, flying from the pad may be restricted. This idea is not new and was previously suggested, but with such few helicopter pilots, it was deemed as unnecessary. This item will be brought before the membership at the February Club meeting for discussion.

With the scheduling problems, and the time cutbacks at the Modesto Police Station, it was decided to move the meeting to a new location. The location for the February Club meeting will be the Pizza Factory at 601 Tully Rd., Modesto. They have allowed us to use on of there dinning areas for our meetings. If this works out, we will be using this location for future meetings until further notice.

Tammi is still working with the County for a new lease. Because of delays with the county people reviewing the draft lease, it went back to the table to be reprocessed. We are trying to negotiate a 10 year lease

with a possible 10 year extension. We are currently working on a month to month lease option from the first lease for a period of up to 5 years. Hopefully, this will get resolved this year. Thanks to Tammi for her hard work in helping secure a new lease.

Mike Cummins has been spraying the weeds that protrude through the asphalt. This is vital to help extend the life of the runway. If you wish to help, please contact Mike to ensure that we have spray at the field to use. Thanks go to Mike for his efforts in maintaining the field.

Our swap meet is just around the corner (March 27th). So dust off you treasures that you wish to sell and come on out. The selling stations and the start/end times will be the same as last year.

PILOTS CORNER

Airplanes for Flying in Windy Weather

by Ivan Cankov

From the Middle Point RC Flyers, Murfreesboro, Tennessee

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too

much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing

gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

Aviation Quotes

"Whoever said the pen is mightier than the sword obviously never encountered auto-

matic weapons.”
 —General Douglas MacArthur

“You, you, and you ... Panic. The rest of you, come with me.”
 —USMC Gunnery Sergeant

“Though I Fly Through the Valley of Death, I Shall Fear No Evil. For I am at 80,000 Feet and Climbing.”
 —At the entrance to the old SR-71 operating base Kadena, Japan

“You’ve never been lost until you’ve been lost at Mach 3.”
 —Paul F. Crickmore, test pilot

“The only time you have too much fuel is when you’re on fire.”

“Blue water Navy truism: There are more planes in the ocean than submarines in the sky.”

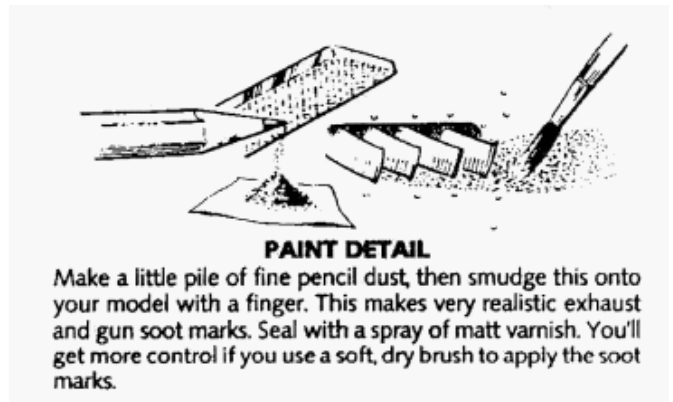
“If the wings are traveling faster than the fuse-

lage, it’s probably a helicopter—and therefore, unsafe.”

“When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.”

“Without ammunition, the USAF would be just another expensive flying club.”

“What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; if ATC screws up, the pilot dies.



Cash Flow Report

Income		Expenses	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$175.00	Port-o-potty service	\$140.00
Event income	\$0.00	Bank Charge	\$14.00
		Raffel Prize	\$58.77
		Lease Payments	\$57.50
		Bank Adjustment	\$300.00
Totals	\$175.00		\$570.27

Last Month's Total	\$6,548.59
Income	\$175.00
Expenses	(\$570.27)
Balance	\$6,153.32

**The January Club meeting is scheduled for:
 Wednesday, February 10, 2010 at 6:30 pm
 at the Pizza Factory at 601 Tully Rd., Modesto .**