

HRRC Flyer

Official club newsletter of Hampton Roads Radio Control Inc.

Volume 5 Issue 6
June 2004

Upcoming Events

June 12, 13 Air Show/Demo at Suffolk Airport

June 12, TMSS Glider Event

June 12, TRC Warbird Fly-In

June 12, CVA Very Low Pressure Fun Fly

June 13, Inter-Club Fun Fly @ IOW

June 19, HRRC Family Day Picnic,

June 26, NNPRC Senior Pattern Contest

June 26, 27 TMSS Glider Event @ Ft. Lee

July 1, HRRC Club Meeting 7:30 pm

July 4, IOW 4th of July Picnic

July 10, Club Glider at TMSS

July 17, NNPRC Fun Scale Fly-In

July 24, 2004 HRRC Scale Fly-In (Sanctioned)

August 5, HRRC Club Meeting 7:30 pm

August 14, Something Different CVA

August 14, Gliders, TMSS

August 22, IMAC Sanctioned NNPRC

Message from the President

The following is from Henry's posting on the web site's forum.

Did you know that if you fly at least once each month that you can get a patch for each year? Just let Bob Howell know AND sign a declaration statement undersigned by Bob Howell and the club will get the patches.

Did you know that if you wish to be an instructor that you can call or e-mail Dom Depolo and he will get you started on an instruction routine? Only one person has contacted Dom so far.

Did you know that if you would like to host a fun fly, all you have to do is: 1) get with me on the details, 2. then I will get the information to Rick Lawrence for distribution, 3) up to 3 fun flys and the club will fund \$30 for prizes.

These are a few things the club has in place for the members. If there are events you wish to have, or if you would like to be more involved and don't know how, let me or a board member know. We have e-mail, phones, the meeting, and web site (which is a result of resourceful members getting involved).

Rules of the Month from the By-Laws

Model Requirements

3. All 2-cycle engines over .099 cid shall be equipped with an effective muffler or muffled tuned pipe.

4. Nylon propellers (unless fiberglass or carbon fiber reinforced) are not permitted on engines larger than .40cid.

Meeting Highlights from June

Twenty eight members were present.

Ed Cokely (Dave's brother) was welcomed as a new member.

The Minutes and Treasurers' Report were read.

Get Henry's message!

Club dues are now due. Payments should be made to Bob Howell either in person or via mail. His address is in the next column. Yearly dues are \$60 for adult AMA members and \$5 for junior/children AMA members.

While Bob Howell played one-armed paper-hangar processing dues before the meeting attendees were entertained with a video of the Fly-In produced by Michael Dilday.

The Safety Talk was on wind considerations on take-offs and landings. More follows in the newsletter.

Henry ran down the events going on in the area

At the May 8th Air Show at Great Bridge Intermediate -800 students & 150 adults saw the static planes and saw some electric demos. The 12 and 13 June Suffolk Executive Airport Show will allow two days of several full shows. Pilots and helpers are needed and there should be great entertainment as our team will be part of a full-scale air show. Details were e-mailed by Bob Swain.

The Float Fly at Joe Robinette's was a great success and he was thanked by

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M-F 10-8 p.m. M-F 10-9 p.m.
Sat. 10-6 p.m. • Sun. 12-5 p.m. Sat. 10-6 p.m. • Sun. 12-5 p.m.

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The HRRC Flyer is published monthly for the benefit of Hampton Roads Radio Control Club Members.

The Club holds regular meetings on the 1st Thursday of each month at the location given below. More information is available on the web site: hamptonroadsrc.com

The Deadline for article submission is the date of the monthly meeting. Submit articles in any form to Rick Lawrence (editor)-hrrc@cox.net or (757) 623-0477.

The information contained herein and on the web site is for the sole and personal use of Club Members strictly for their enjoyment in the pursuit of building and flying radio controlled aircraft.

Directions to the Club's Meetings

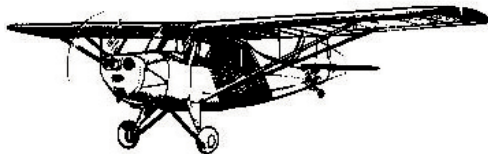
The Airline Parts and Service shop will be the meeting place until further notice. Meeting time is 7:30 pm.

Its address is: 3530 Airline Blvd., Portsmouth.

DIRECTIONS:

From Norfolk / Va. Beach go through the downtown tunnel and stay on I-264 to the Greenwood Drive West exit. Proceed down two lights to Airline Blvd, turn right and the shop will be the second building on the left between the 7/11 and the Burger King.

From Suffolk follow Route 58 past our old meeting place and get in the left lane. This will turn into Airline Blvd. come up two lights, the shop is two buildings past second light on the left.



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Sat 9:00 - 1:00
Sun 1:00 - 5:00
Or call for an appointment

Highlights from June Meeting (continued)

Henry Cahoon. Float pilots who received AMA 'Float Pilot' patches were:

Joe Robinette, Keith Harrell, Kenny Stephens, Joe Maida, Andy Wood, Bob Deaton, Bob Swain, Gary Murdock, and Henry Cahoon.

Gary Murdock reported on the Inter-Club Council meeting. Two items were of note. 1) Fun Fly @ IOW on 13th will have council-wide scoring procedures and 2) CVA will have an open class combat event date TBD.

The Family Day Picnic on June 19th will start at 11:00 and serve food between 11:30 and 1:00 and will need volunteers to help cook hot dogs and hamburgers. There will be drinks and potato salad and coleslaw. He asks that each family who attends bring a desert. A glider toss and parachute drop are planned. Michael Dilday graciously provided the food.

Club members are reminded that if they appear to be the last one to leave the field to please put the chain up--but DO NOT LOCK the lock. The park ranger will lock the lock at the park closing time if no one is flying. If the park is to be closed and someone is still at the field, the ranger will ask that they lock the lock as they leave. 255-4308 is the park number if there are any questions on park hours.

Jeff Haywood has cancelled the heavy lift contest due to lack of interest, but there is a sign-up sheet at the field if someone has interest in continuing it.

Chris Domack has a Saito 1.80 for sale--never seen fuel/brand new in the box.

Show and tell was a video of the float fly and Henry's ME 109 kitbashed from a Kaos.

Safety Discussion From the Meeting

Since I gave the discussion about take-offs and landings, specifically how they're affected by wind and decided I may have missed some points, I'm going to regurgitate some of what I said and hopefully make it more clear. I feel that take-offs and landings are the most dangerous routine things that we do. My reasons are that the planes are flying at their slowest speeds and therefore least stable, and they are at their closest to our pit area. My first point is this: if you don't know which way the wind is coming from just before you throttle up and before you set up to land you are taking an unnecessary risk. There are several ways to figure out which way the wind is blowing, but also remember what you see or feel from where you are standing may not be what the plane will feel. Always try to take off and land into the wind. That's easy if it's coming down the runway. Crosswinds bring me to my second point: Think about which way your plane will turn if there's a crosswind. There are several factors here. The first is the torque created by the propeller. Most planes will tend to turn to the left when taking off. This is due to the propeller blades' differing angles of attack.

Safety Discussion From the Meeting (continued)

The right (downwardmoving) blade has a higher angle of attack relative to the left (upward moving) blade. It tends to pull the right side harder, turning the plane to the left. The effect exists even when you're flying--that's why most models have right thrust built into the engine/firewalls. The effect is most dramatic during take-offs because the plane is pointing "up" relative to its motion. The more the plane points up on take-off the more the effect. Tricycle gear planes have the least angle, low-wing tail-draggers have some, and high-winged tail draggers (and biplanes) have the most (worst). The second factor to consider is the strength of the crosswind. You can think of the wind having two components the wind that's coming down the runway, and the wind that's coming directly across the runway. If the wind is from a corner of the field, there are components of both. The most problematic is the wind that's coming from our backs as we stand on the pilot line. All planes will act as weathervanes, especially on take-offs, the planes will tend to turn into the wind. If the wind is from our backs, planes will turn towards us and the pit area. When taking off to the left, this adds to the "left-turning" effect from the propeller. The type of plane you have will determine the effect of crosswinds (basically the same as those listed for propeller effect). Fortunately, at our field, there is a large, usually unoccupied space to the left of the flight line. When taking off to the right, you have two competing effects that cancel somewhat, but only a little space before the tree line and farm field starts. When the plane breaks free of the ground, the weathervane effect is reduced, and you now have to consider that the plane is transported by its surrounding air. If the wind is from our backs, the plane will be carried away from us. This transport effect is important when landing. If you set up your landing approach directly down the runway, a crosswind will carry your plane either toward or away from the centerline of the runway. If you're good, you can slip your plane, but that's beyond the scope of my abilities. Sometimes weather-vaning can happen on landing, it depends on the plane. Just be aware that your plane may land a lot closer or farther than you had planned if you don't account for the effects of the wind. So pay attention to the wind and get a feel for it before you take off and land.

Miscellaneous

You got one if you went to the Banquet, now get some more for the rest of your planes, car, truck, transmitter box or wherever. Bob Howell has club stickers for sale for \$2.00 apiece. They are fairly fuelproof, but put them on the tail of your airplane for longest life.

If you are interested in having your radio checked out or serviced, you may contact Wade's R/C Service. His contact information is: 766-7300 or wadesrc@hroads.net.

Don't throw that bad glow plug away!! Paul Norman will take your bad glow plugs for his collection of old engines. He cleans them and uses them simply to keep the moisture out of the several hundred that he has.

Don't throw that American flag away, dispose of it in a dignified fashion. The Chuckatuck Volunteer Fire Department near the park entrance has set up a drop box for disposal of your old American flags.