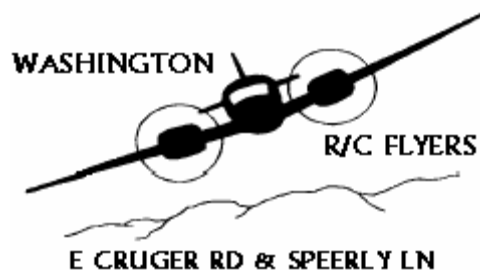


Washington R/C Flyers Newsletter



March 2006

www.washingtonrcflyers.com

Next Meeting



Our next meeting will be at Katy's Restaurant in Washington on Tuesday, March 14.

Mow Schedule



Spring is right around the corner so watch for a Mow Schedule soon right here.

Safety Tip of the Month

Heads Up! When you are near flying airplanes keep your eyes open. Some members have been flying electrics at the various local facilities. If you go to the Dragon Dome of one of the gymnasiums that allow electric flight you will immediately notice the increased density of airplanes in the air at any given time. Even though these airplanes are lighter and smaller they can still inflict significant damage and injury.

Although the following is not safety related, it might be worth reading for anyone interested in e-

flight. It is an article on the basics of electric flight.

http://www.modelaircraft.org/insider/06_03/05.html

From the Presidents Hangar

It is probably not a good idea to single out one or two members for doing a job that he or she was elected or appointed to do, so I won't! But have you ever thought of the one thing that holds a group of people together? I will tell you what I think it is.

"COMMUNICATIONS" Sure, some may say that it is, common interest, and this is true, but how would we learn about other people's interests except through communication. This Club has two forums to communicate to the whole membership about what **has** happened, what **is** happening, and what **is going to** happen. They are the monthly news letter and the Club web site. It never ceases to amaze me how these two forums are a work of art, information, and dynamically improving as time passes. For instance, are you going to buy a new transmitter? Check the Club web site and you will find what member is using what frequency. Do you need a member's phone # or e-mail address? Check the Club Roster which is on the web site. Do you

President	Vern Mall
Vice President	Wally Walwer
Sec./Treasurer	Jim Martin
Newsletter Editor	Steve Grob
Safety & Rules Committee	Bryan Miller
Maint. & Grounds Committee	John Bremenkamp
Events Committee	TJ Klise
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

want to review the safety rules or the constitution? Check the web site. Have you had a memory lapse and can't recall what happened 6 or 8 months ago? The monthly newsletters are available on the Club web site. So when you see the members who are responsible for communication, THANK them! All they ask is that you use the product that they produce. –Vern


Late Fee for Club Dues

Last year the Club levied a \$25.00 "late fee" for renewing members who did not get their dues paid on time. This was published in the newsletter so all members had ample notice to get their dues paid. This "late fee" was not published this year so it would be unfair to assess this fee.

(Continued on Next Page)

Late Fee for Club Dues Continued

The constitution states that dues will be paid before January 15th. The Secretary/Treasurer has to have the Roster in to the AMA by March 31 each year. In order to do that, the absolute deadline for dues payment is March 15th. In order to correct this situation a Constitution & By-laws change is necessary. The change would be to change the date and to add the "late fee". -Vern



Central RC Hobbies
Specializes in Remote Control Boats, Cars, Planes & Accessories

817 E. War Memorial Dr.
Peoria Heights, IL 61616
309-686-8004
www.CentralRCHobbies.com

Business Hours:
M-F 11-6
Sat 9-4

Rick Jacobson / Owner

E-Fest!

Several members attended the e-Fest in Champaign in February. This was a great event that had many vendors who exhibited their wares at discounted prices and many pilots flying airplanes constantly in the Armory under its 100 foot ceilings. Go to this website to see competition results, great videos of the event and lots of other good stuff:

<http://www.electrify.com/flatouts/winners.html>



WRCF Field

Hey! Remember this place? Spring will soon be here and we'll all be flying again!



This photo was taken by Don Pyles on January 26, 2006 from the air. You can see our field, Cruger Road and Don Hastings place.

Quote

Never let a computer know you are in a hurry

Understanding Engineers

Three
A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed, "What's with those blokes? We must have been waiting for fifteen minutes! The doctor chimed in, "I don't know, but I've never seen such inept golf!" The priest said, "Here comes the greens keeper. Let's have a word with him." He said, "Hello, George! What's wrong with that group ahead of us? They're rather slow, aren't they?" The greens keeper replied, "Oh, yes. That's a group of blind fire fighters. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime." The group fell silent for a moment. The priest said, "That's so sad. I think I will say a special

prayer for them tonight." The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything he can do for them." The engineer said, "Why can't they play at night?"

Cub Driver

So, you want to be a bush pilot. First you have to learn how to do this!

http://cubdriver749er.com/media/water_assisted.wmv



PRECISION RC HOBBIES
(309)-347-0975
DISCOUNT PRICES
FRIENDLY SERVICE!

STORE HOURS - TUESDAY-FRIDAY - 10AM-7PM
SATURDAY - 10AM-4PM - CLOSED SUNDAY-MONDAY

JIM BYER 1901c 2nd. st. PEKIN, IL 61554

Windy Weather Planes

All too often, on an otherwise nice, but windy day, folks just don't fly. Obviously, for a beginner, that's just common sense - but for someone who has some experience, the wind should just be another challenge to add some spice to their 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 plane you're flying also can have a great effect on your ability to handle winds. Let's go through a bunch of airplane design features and see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

(Continued on Next Page)

Windy Weather Planes Continued

Size: In general, the larger the plane, everything else being equal, the better it will handle winds of all kinds; they just don't "flop around" as much!

Dihedral: The more dihedral in a planes wing, the more it is going to be affected by crosswind gusts; it is hard to keep the wings reasonably level, and therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less a plane 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 plane, and the lower aspect ratio wing has a greater tolerance to changes in angle of attack caused by gusts.

Power: Pretty obvious - having the power to overcome the forces provided by the wind is a must. The same goes when you get into a sticky situation.

Lateral Control: Ailerons are very beneficial in a crosswind, in 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 plane parallel to the runway heading while keeping wings level with aileron while landing.

Landing Gear: tri gear planes are easier to land and take off in a crosswind than taildraggers. And the wider the spread on the main gear, the better.

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

Wing Mounting: Generally, a low wing plane will handle crosswinds better. This is because the CG of the plane is nearer, in a vertical sense, to the aerodynamic center of the wing. So the low wing plane is not as easily rolled by a side gust. And by mounting the main landing gear on that low wing, we can spread them out wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in a lot of popular trainers, the main exception being the requirement for tricycle landing gear. But even with trainers, there are differences; compare a Seniorita with the Cadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Cadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better plane flying in windy conditions.

Going a step further with the same kit manufacturer, their Cougar(.40)/Cobra(.60 size) kits embody ALL the right characteristics for windy flying.

And in closing, I offer Confucius' only known saying about R/C flying - "To learn to fly in wind,

one must fly in wind!" – Clay Ramskill. Arlington, Texas

Agenda

Washington R/C Flyers

Katie's Cafe

March 14, 2006

"The will of the members will propel the Club forward!"

Welcome	Vern Mall
Roll Call	Jim Martin
Quorum	Jim Martin
Financial Report	Jim Martin
Guests	1 st time ?
	2 nd time ? Larry Speerly Larry Roberts

From this point on: Please stand to be acknowledged, and when addressing the membership.

Officers Comments	Wally Walwer - Jim Martin - Steve Grob
-------------------	--

Safety Update	Bryan Miller
---------------	--------------

Old Business

Item

1	Five year business plan	Vern Mall
2	Static display in Washington Library	Wally Walwer & Vern Mall
3	Constitution Changes	Vern Mall
4	Site Committee Update	Paul Cobb & committee members
5	Other old business	?????

New Business

Item

1	Schedule of events for 2006	TJ Klise
2	Other new business	?????

Entertain motion to adjourn

Show & Tell