

Valley Radio Control Model Club

January 2011 – Newsletter

Now that the holidays are behind us and the New Year is upon us it's time to think about events, activities, and possibly more ambitious projects that members would like participate in or see achieved at the club during 2011. If anyone has any ideas for an event or function please let me or any of the other committee members know so we can include it in our schedule for the year.

A club cannot run without volunteers and we are again going to ask for volunteers to step up to the plate and help with technical presentations, submit newsletter articles and donate a little of their time to help out with events / functions at the club. It's all good fun and when the load is shared it is not onerous.

We know you all have a lot of good ideas to keep the year ahead full of fun things we can do as a club. Please let us know your thoughts and participate in your clubs well being. A big thank you to all of you who volunteered to help last year, we really appreciated your assistance and look forward to your participation in 2011.

Unfortunately due to work commitments towards the end of last year, we were unable to send out our regular monthly newsletters, however now that things are back to normal we hope to send one out on a regular basis.

2010 Yearend Function:-

The club held its Xmas function at the end of November and once again it was a great success. Thanks to those who assisted with the arrangements and all those who attended and made this yet another very special VRCMC Function.



Latest Club News:-

The club AGM was held in December to review the year and elect a new committee for 2011. The members present voted unanimously to keep the current 2010 committee in place for 2011. Since the AGM Rodney Bear (Secretary) has resigned and this position will be filled shortly.

There has been a very good response to the request for members to pay their subs before the 31st December. Thank you to all who have paid. We would also like to welcome the following RC Enthusiast's Leon Coetzee, Cherise Muller and Gary Puren to the club and as always please assist us by ensuring that they are made to feel welcome at VRCMC.

2011 VRCMC Calendar:-

WOW!!! What a great success. The VRCMC calendar looks like it destined to be a yearly event. A very big "Thank You" to Rudie for doing the artwork and arranging the printing. During the year we will once again be collecting material for our 2012 calendars, so please feel free to forward us any material that you feel may be suitable.

Water Lettuce:-

It was just a few months ago that the entire water surface was covered with "Water Lettuce" Thanks to the assistance of Denise, wind and rain; it would appear that water lettuce has completely cleared.



27/09/2010



17/10/2010



17/10/2010



17/11/2010

Hopefully all the recent rain has washed the seeds away as well. Denise and her crew are currently releasing bugs into a park between Sydney and Umbilo roads (near King Edward Hospital). By the 21st January they would have released 8 000!

FLOAT PLANES:-

Now that we have clear water at the Quarry its time to dust off all those float planes.

We are currently planning a Float Planes day / Open day for the middle of February 2011 and thus this article maybe of interest to those who planning to participate.

It is recommended that a larger prop is used with floats, because when RC float planes take off from water they have to overcome more drag - much more than tyres experience rolling along a runway! Because of this increase in drag, a larger prop gives the extra performance that the plane needs to break free of the water surface.



The difference between RC float planes and land planes comes in the takeoff and landing procedures.

On **takeoff**, land planes encounter very little of the aforementioned drag when rolling along a runway. Float planes encounter lots of drag as the floats try and cut their way through the water surface tension, and this calls for a slightly different method of takeoff.

Like land planes, an RC float plane should be taken off into wind whenever possible. But the trick is to hold in a small amount of up elevator during the takeoff run; this holds the nose of the airplane up and helps prevent the floats from digging into any chop that might be on the water. As the speed increases, you should be able to reduce up elevator slightly as the floats get up onto the step and let the plane ride the waves, so to speak. Once take off speed is reached, let the plane lift gently off the water with a small amount of up elevator, and maintain a smooth and gentle climb out from the lake.

Landing an RC float plane on water isn't something you want to get wrong. The trick to landing on water is to land parallel to any chop *i.e.* along the lines of the waves, and not perpendicular to them. This minimizes the chance of a float digging in to a wave and the plane flipping over. The downside to this is that it usually means landing crosswind, but that's not such a big difficulty because the chances are that the wind won't be strong anyway; if it is, then you probably shouldn't have taken off in the first place!

When landing a float plane, you should come in as slowly as possible and flare as much as possible, so that the floats touch the water as gently as possible. Because of this, being aware of your RC airplane's stalling speed is very important; having your plane stall while on landing approach over water isn't much fun!..

RC float planes are a lot of fun, and with our jetty in place, you'll have easy access to a large area of open water to advantage of! The club's "SeaHawk II" had recently been repaired (thank you - Sebastian) and we have also acquired a small petrol outboard motor.

All members who use the boat are required to sign the clubs indemnity form and will have to abide by the Club rules pertaining to the use of the boat.

VRCMC Saftey:-

2010 was a good year and we request that all the VRCMC members abide by the rules, don't take any chances and help us ensure that 2011 is a very safe and incident free year.

"Safety" at the club is paramount and involves everyone even if you are not flying.

It's in the interest of the sport and the hobby that all members obtain proficiency ratings as this ensures that a Model Pilot has the ability fly and control a model safely when other members are present. The "Solo" proficiency test is a very basic prerequisite to fly an RC airplane alone. Without a "Solo" rating you are not allowed to fly alone without an instructor present with you ideally on buddy cord.

Please note that in terms of the club rules, it is a pre-requisite that all anyone wishing to fly at the club should be paid up members of VRCMC and SAMAA. Kindly ensure your fees are up to date and your SAMAA insurance is current.

"Frequency Control" at VRCMC is run on a "PEG On" frequency board system. You may not under any circumstances turn on your radio without having first attached your peg to a clear slot on the frequency board. No distinction is made between 35 MHz and 2.4 Ghz both require a peg.

Please note:-

1. All transmitters must be switched off and antennas in when not in use.
2. A frequency may only be blocked for a maximum of 20 minutes. This is to allow others on the same frequency to opportunity to fly. The time is determined from the moment you place you peg on the frequency board until the time you remove it, regardless of whether your model got airborne or not.
3. All pilots must put a peg on the board to block their frequency; pilot using 2.4gh transmitters must use the area at the bottom of the peg board.

Nature at the club:-

Contact has been made with Lesley Frescura of Birdlife Port Natal who has arranged for some her learned colleges to come down to the club and assist us with a bird listing.



Boys and their toys:-



VRCMC Webpage:

You may have noticed that the club's webpage has a new look and it is currently being hosted by Andre in his personal capacity. The committee has agreed to annually reimburse him a portion of the running costs.

During November we sent out an email to most of the hobby shops in SA offering them advertising on the web at a very reasonable cost. Only hobby shops willing to pay for their advertising will be published on the web page in the future.

PART 5 - DE HAVLILAND DH98 MOSQUITO 1/9 SCALE ELECTRIC SCRATCH BUILD

I've been neglecting the Mossie since I built the SU29 so I decided to give it some attention (plus David has been nagging a bit).

One giant step for Mann, connect the centre wing section to the fuselage. Although this is to be permanent I resisted the temptation to just glue the parts together because in the back of my mind "What if I need to take them apart again or I've forgotten to do something?" So I cut out a couple of front and rear brackets together with brackets for the wing section and used epoxy to glue them in place after fitting the blind nuts. I might have overdone it with the screws, 6mm and need to replace them with nylon if I can find some to save a little weight. Once this was finished the gaps at the leading edge were filled and cut out for the air cooling and cover strips fitted where the wing and fuse meet.



I haven't attached the cockpit canopy yet as I'm still toying with the idea of making a clear one from ABS once I've figured out how to do it.



There are 5 nylon tubes running from the tail section to the centre wing section for the push rods for the elevator, rudder, tail wheel retract and pull-pull tail wheel steering all in all 4 servos just for the rear end. I cut out a servo tray from 3mm lite ply together with a couple of side pieces which were then glued together.

Before gluing the assembly to the underside of the centre wing section I fitted the servo's and this is when I noticed a potential hazard which probably occurs in all RC aircraft builds. The servo mounting screws which are self tapping and really sharp on the ends could end up rubbing against the servo cable with disastrous results. I decided to fit some insulation stripped from a piece of electrical wire over the screws.



I have used standard control horns and clevises for the elevator and rudder which makes them easy to adjust; the rudder and tail wheel steering servos are connected to the receiver using a "Y" connector. The receiver, receiver antennae and the landing gear speed controller which has 3 outputs, 2 for the main wheels and 1 for the tail wheel are also fitted onto the servo tray. After fabricating the tail wheel (donated by David) bracket Rod Bear kindly silver soldered the bits together for me which I then fitted to the retract unit.



I still have to make the tail fairing, the fuselage centre section and the bomb bay doors to finish this assembly and then generate lots more balsa dust before I can start to put some paint on it. Hopefully I will have it ready for this before the festive season arrives then next year (when did I start this thing?) build the flaps and ailerons and get the outer wing sections finished. Ground testing by.....

More to report next month..... Barry

Thanks for reading!

If you know of someone who could benefit from our News Letters, feel free to forward it to them!