

Valley Radio Control Model Club

April 2011 – Newsletter

Welcome to the dawn of a new era.

The bar has once again been raised, the March 2011 Newsletter was a huge success and we received a number of compliments. One of the responses was from Ian Morris who sent us the following email:-

“Hi guys, I am fortunate to get your newsletters forwarded to me by Leon Coetzee. I have been an RC modeller since 1974, and I must say that the positive spirit and vibe that comes across from VRCMC is really amazing. Everyone is so positive and they all seem to be “go-getters” rather than just talkers. I try my hand at pattern flying, and wish I could have attended the pattern day in January at your flying field. From the pictures I saw it is a really great venue. I met some of the VRCMC guys at the last event in early March and they were so keen and friendly. You have a special Club of members with the right attitudes. Regards, IAN MORRIS”

Thanks Ian, it is always great to get positive feedback from our readers.

If you know of anyone who would like to receive our news letters on a regular basis, please encourage them to join our mailing list. The details are available on our web page or just email webmaster@vrcmc.co.za with their contact details.

Toilet pledges

We received a very positive response to our request. At this stage Five Thousand Rand has been pledged and we are confident that more members will come aboard once the final proposal has been tabled.

This project is a **work in progress** and we are currently looking at the following options:-

- Purchasing a second hand 20' container to house the toilet fitted with a Jojo plastic Septic Tank.
- Building a very straight forward structure and using a chemical toilet system.
- Purchasing a portable chemical toilet similar to what the rental companies supply and securing it well on our site.

Please note that no building or any other work relating to the ablution facilities will be undertaken until the correct authorization is obtained and we are satisfied that we are not in contravention any of the terms and conditions of our lease.



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Your one-stop resource for news, reviews and
the latest from VRCMC

At the club



It was not that long ago when the water surface at the quarry was completely covered with "Water Lettuce" and the possibility of clearing it really looked bleak.

Well, we are very pleased to report that even with the extremely windy conditions over the last few weeks the club has still attracted members over the weekends.

Saturday 3rd April 2011 turned out to be rather a windy day and kept most of our experienced pilots grounded. Thanks to Ian G and his latest acquisition we were all entertained for many hours whilst he tried to hone his full size sailing skills from yester year to work for RC sailing.

To the rescue



Whilst compiling this newsletter the thought did cross my mind that we should rather be sending this picture to Toyota so that they could use it in one of their many and varied advertising campaigns.



However it's such a good advert for VRCMC and shows to what extent members will go to assist fellow members in need.



Well done & thanks to those who assisted Gary



Drastick Grounded – by David Charls

After the elevator came adrift on my current Stick the obvious choice was to replace it with yet another... My non de plume of “Addicted to Stick” should be enough to suggest why. Thanks to Leon of Flyboyz who facilitated the hassle free replacement.

From the outset I was determined to have this new ARF kit professionally built and after a lot of sweet talking and begging Ian S agreed to take on the task... I was over the moon, with the final product and couldn't wait for the maiden flight.

I opted to use similar hardware as in my previous Stick and with the kind assistance of Jason as test pilot new it was not long before the Drastick left mother earth on its maiden flight.



Unfortunately it was extremely under powered and did not perform anywhere near its predecessor.

With Leon's kind assistance, the speed controller and electric motor were changed, but it still remained underpowered regardless of what we did... Even the “Blender” offered his assistance.

This was just the beginning to many hours of sheer frustration. It is surprising that something as seemingly insignificant as a little electric motor can attract so much attention, and can cause so much confusion and frustration.



But thanks to Leon, Les and too many others to mention I have at last found the perfect match for my Drastick... the Turnigy SK5055 – 580 solved the problem.

So, why all the fuss? Do your research before going out and purchasing a motor that you think will work...ensure that the motor matches not only the size of the plane, the size of the propeller and size of battery that can be accommodated in the fuselage.

Well, fear not!



Wondering whether you'll be able to fly this weekend? Hoping that the wind strength and direction will be favorable, not to mention whether any of the wet stuff will fall from the clouds? Well, fear not! You can now check your **flying weather forecast** on <http://www.vrcmc.co.za/weather.htm>

We aim to make flying a pleasure!

Valley Radio Control Model Club (VRCMC) is a superb centrally located location, with a 180 meter grassed runway, ample shaded parking, close to the pit area and runway. Let's not forget the great braai facilities.



New members and visitors are always most welcome at the club. It's not always possible to convince other RC enthusiasts like Paul Dobson to venture down the hill to Durban and come and enjoy VRCMC and the hospitality of the "Quarry Rats"

Well on Saturday 9th April 2011 we managed to do just that, lure Mr. Dobson (aka Dobo) down the hill from that rarified air other side of Kloof. Paul took full advantage of the occasion and graced our waters with a wonderful display with his 25 year old float plane. Thanks Paul and we look forward to your next visit.



Nature at the VRCMC



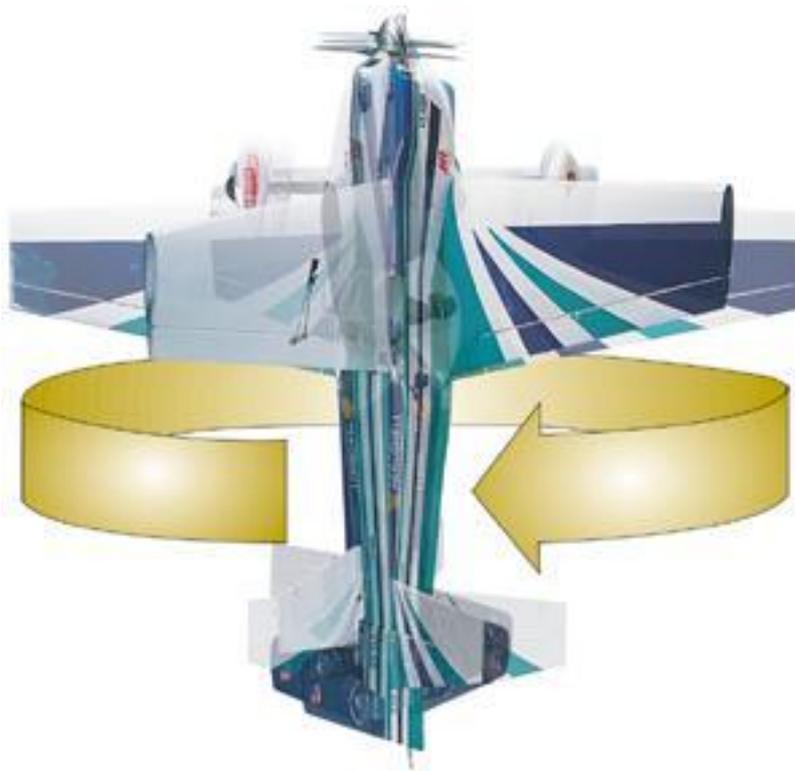
Inspired by the photographs taken by Andre, our webmaster, it was a very simple decision to include some of them in this month's newsletter to demonstrate the wonderful abundance and diversity of nature that can be seen on any visit to the club.

Wow, we are really privileged to have such a diversity of wildlife at VRCMC and the members need to remain committed to conservation ethics and ensure what all the club activities are in the spirit of sustainability of our natural resource.

More photographs can be seen under "**Nature at the club**" on the clubs web site or by following this link http://www.vrcmc.co.za/images&videos/nature_at_the_club.htm

VRCMC is in essence a green lung right next to an industrial area and needs to be protected and nurtured as a valuable and very special place.

The Torque Roll



What it is:

Plane "hovers" vertically in place, rotating left around its roll axis.

Set-up:

Full 3D throws in elevator and rudder are a must. An aft CG helps a little also. Some flyers will run their CG back to make this maneuver easier without gyros. But gyros provide the best aid to stabilize the aircraft- they won't do the maneuver for you, but they'll help. The pros will also tell you to add 3/4 degree of up thrust to your engine. This helps keep your plane from falling forward in the Torque Roll, and it'll fly straighter up lines in non-3-D maneuvers, too.

With a little aft CG, gyros and up thrust, you'll find your plane will be set-up best so you can

concentrate on attitude recognition. Naturally, you'll need lots of power for this one.

How to do it:

Fly low along the ground at low throttle, and gently add power with up elevator to bring the plane into a vertical position. Some flyers add a little left aileron to get the roll motion started. Add throttle to keep the nose pointed up and make corrections with rudder and elevator to keep things straight.

Trickiest part:

Recognizing your correction when the plane's belly is toward you. (Tip: Think push the rudder toward the low wing when the belly is toward you.) You have to be fast with throttle corrections. Most flyers add "bursts" of power, along with rudder/elevator corrections. If you simply hold full throttle, you'll climb out of the maneuver.

Recovery:

Fly out at full throttle.

Worst way to mess up:

An unreliable engine. Torque rolls are tough on engines because they're running at near-peak power with only prop-induced airflow over the head. Make sure your ventilation and airflow over the engine fins is good.

Boys and some new toys



Fun Day – April 16th 2011

Chris and the rest of the members of Club 55 were very impressed with our facilities and extended their thanks and appreciation for allowing them to use our club to host their Fun Day. A special thank you to Trevor, Jason, Clive and Leon for entertaining the spectators and displaying some awesome models.



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