



THE FLIGHT LINE

The Flight Line is the newsletter of the Menifee Valley Flyers, a non-profit club chartered by the State of California and by the Academy of Model Aeronautics, Charter # 1717. The mailing address is 26754 Tropicana Drive Sun City, CA 92585. <http://www.mvfclub.com>

Editor: Matt Stein, (951) 850-1521

February/March, 2010

General Meeting



More than 20 brave souls showed up for MVF's second meeting at the field, despite the cold temperatures and hefty winds.

MARCH 6, 2010 GENERAL MEETING

Next Meeting April 17

After the February meeting was rained-out two weeks in a row, President Ray Gould, was finally able to call the meeting to order at 10:05am with 21 members and guests in attendance. Your board decided to try holding the monthly meetings at the field in an attempt to increase both the attendance at the meetings as well as bringing more members out to fly. It seems to have worked, as we had a much better turnout than previous meetings held at the Bank.

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Matt Stein gave the Treasury report. The Club's AMA Charter has been renewed and we have signed up to participate in the Introductory Pilot Program again this year. There are no outstanding bills, and thanks to Ray and Maurice, the assessment payments to Waste Management have been extended for a year. Membership Chairman Matthew Steelmon reported that the Club is presently at 36 members with several applicants waiting on their AMA memberships.

In the New Business part of the meeting, the Board is moving in a positive direction, with focus on negotiations with Waste Management, the County, community outreach and involvement, membership drives and possibly upgrading the field. We have also applied for a grant from the AMA, which they give out every year to clubs in need.

The Club is again sponsoring the AMA's "Introductory Pilot Program". This allows newcomers to fly under a designated club instructor for 60 days without incurring the cost of membership fees, and helps bring community awareness to the club.

This year the Club will be manning a booth (#105) at the RCX Expo held at the Pomona Fairplex, March 20th and 21st. If you would like to attend or wish to volunteer, please contact any one of the officers, we have plenty of free tickets.

The "Warbirds over Menifee" date has been changed due to a conflict with Mothers Day. (you'd think they would understand...) The year's schedule of events is below. You can also review this on the Club's website at www.mvfclub.com



Saturday, March 27th, Annual Spring Fun Fly

Sunday, May 16th, Warbirds over Menifee

Saturday, June 12, First Annual Swap Meet

Saturday, July 24th, Poker Fly #1

Saturday, September 11th, Poker Fly #2

Saturday, October 23rd, Fall Fly-In

The Board is also looking into other events with the Scouts, local schools, and the community. We'll keep you updated with it's progress. If you have suggestions for an event, please let the Board know so we can discuss it.

A reminder about the gate code. Please tumble the keys after you lock it. Several times the code has been left on the lock visible to strangers. Also, If you are flying on 72MHz, Please use the frequency control board. With so many of us flying on 2.4GHz, it's easy to forget the frequency board. We recently had an unfortunate incident of two pilots attempting to fly on the same frequency. It ended up costing one of them one of his favorite planes.

The meeting adjourned at 10:40AM. Next months meeting will be on **Saturday, April 17, 10:00 AM** at the flying field. We will have a guest speaker, Bob Percell, owner of Dynamic Hobbies of Hemet. Bring a plane and join in the fun.

Seen at the Field



Bill Squire's new electric-powered Sprinter flies like a dream. It's a keeper Bill.



Don Greaff adds another successful flight to his SpaceWalker log book.



Steve Bednarck's kit-built Tiger 60 is a real beauty. It flies like it too.



Silvio Sandvoss shows off his Zero after completing its maiden flight.

Hanger Talk

From the District X Newsletter

Getting Kids Interested in Modeling

by Mike Brown, Interim District X Vice President

Today's youth have "more choices" of things to do, such as video games, which for the most part are done indoors. But many still like to do outside things.

So why don't we see them hanging out watching us fly, asking question after question? I think it's because clubs are not in towns the way they used to be. Kids can't watch modelers fly right in their own neighborhoods, becoming interested the way I am sure many of you did when you were young.

So, because most clubs are way out past the edge of town, how can we introduce kids to modeling? One way is at events where we advertise something such as buddy-box flying, or free rubber-powered airplane building. Parents will bring their kids to those events.

I thought the Park Pilot program would be huge. With very low-cost insurance, pilots could have another club in town, flying little stuff. Then once again we would introduce modeling to kids. If you've ever flown a small airplane or helicopter at your local ball field I am sure you know what I mean. I bet you've had kids (of all ages) come by to watch and ask questions.

Another way is to go to schools and talk with teachers about our clubs. Invite them out for a field trip or offer to come to the school with a couple club members and build and fly gliders or rubber-powered airplanes. This way we can reach classrooms full of students all at the same time. That is what this article is about, getting kids interested in aviation, modeling, and learning a little science, math, and a few other things, all at the same time.

The AMA has a program called **AeroLab**. It is a set of two DVDs, that teaches folks like us, or school teachers, how to teach kids how to build and fly a few simple rubber- and glider-type airplanes (even a paper helicopter), and learn some basic concepts in physical science at the same time. Now before you say, "I can't teach that stuff," I never learned it as a kid myself. That is why the DVDs are so good. They teach you how to do it, and it's simple, basic stuff.

I thought I'd let you know about one part of the program I am going to use soon. It's been raining every day here lately and it's something we can do inside a classroom, or several at the same time in a gym. This is the simplified version, but if you get the DVDs it goes into detail with a video of everything.

You build a slide-together, rubber-powered balsa plane. One end of a two-meter piece of string is attached to one end of the wing, the other end is attached to a nail (by means of a paper clip). The nail (in a piece of wood) is taped to something such as an upside down garbage can (to hold the string in the air). You wind the rubber band (the same number of winds each time) and place the airplane on the ground. One student has a stop watch, another will count laps. The airplane is released and within a lap it will take off and the time started. The laps are counted and the time stopped when the wheels touch down. Figuring the distance around the circle and the time flown will give speed. Weight can be added and the effects of drag taught, or two airplanes can be put on the same nail and you have Pylon Racing!

The DVDs are helpful. It's a simple way to get kids started in modeling and inviting them to the field for a field trip will provide even more fun.

The fun ideas on the DVDs can also be done at the field, but so can others. Take a simple Delta Dart build. It takes about one hour for a group of 40 people to build and balance their creations. That is of course with a good group of volunteers and setting up properly at the start.

If you plan to do this with a larger group, or if you need to get the build done faster (like at a mall show), stick to a glider or simple, slide-together, rubber-powered airplane like the DVDs talk about. These can do the trick nicely.

For a more challenging build, the Delta Darts are only \$41.99 for a pack of 35 through the AMA store. All you need to supply are pins, single-edge razor blades (supervised of course), glue, and a building board (which is a small piece of cardboard).

The Northern California R/C Unlimited Flyers like to have the builders meet in the center of the runway at noon for a mass launch.

Remember to read the directions and balance your airplanes. Little rubber planes such as the Delta Dart don't fly worth a hoot if they aren't balanced! →

From the Thermalier, newsletter of the Pensacola Free Flight Team

Picking Thermals

Picking thermals has to do with feeling the subtle changes in the environments, which, to the untrained, are not apparent. Therefore there is no simple recipe.

Tools: Mylar streamers, fast sampling thermistor devices, fluffies, bubble machines, piggybacking (on) birds, and other models.

Early morning: The air is buoyant neutral, small rises in temperature possible (as little as 2° F).

Midday: Strong thermals (boomers) develop that exceed the sink rate of models, rise in temperature can be a few degrees with wind calming, wait until a cooler breeze (fill) is felt and the temperature clearly drops. Do not launch right away, especially with fast, higher climbing models. Wait 10 to 20 seconds, depending on wind velocity.

Late Afternoon: Thermals stay closer to the ground, tend to be larger size. Smaller rises in temperature (1°+ F). Be patient; fly over dark areas.

Strong wind: Wait for a three- or four-second lull of lower wind velocity; launch immediately at an angle to the wind.

No wind: Watch streamers to see center of building hot air column. The rising air circles counter-clockwise. Wait for light air movement indicating fill. Be patient as the air rises very slowly.

When launching, place the model in the center of the rising air.

Cold front: Rising air precedes the rain and the breeze. Good air is still present even when rain starts.

Flapping: If wind is moderate and ground surface is warm, then flapping a shirt or running or driving under the model will release rising air.

General Rules: Do not launch if there is a chance that the sun might soon come out of the clouds. Do not fly if other models are launched when a conscientious decision to launch has not been made; rather watch other models behavior. Most of the time flying a little later will give better results. Concentrate and take in your environment. →

