

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.mvflub.com>

Editor: Matt Stein, (951) 850-1521

January, 2010

General Meeting



President Ray Gould (far right) opens the first general meeting to be held at the flying field.

January 2010

With the meetings now being held at the MVF field, our 2010 President Ray Gould, called the meeting to order at 10:05am with 17 members 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.

Matt Stein gave the Treasurers report. A thank you goes out to Theresa and Steve, who were able to get the payment for the porta-potty significantly reduced. And now with the meetings being held at the field, the club won't be incurring the expense for the bank meeting room. The payment to Waste Management has been held back as we try to negotiate our last three payments with help from the AMA.

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Membership Chairman Matthew Steelmon reported that the Club is presently at 30 members and during the Holiday, several applications were given out at our local Hobby stores. The Application has undergone a new look which we're hoping will draw better attention to it. These will be hitting the stores shortly.

In Old Business, The Clubs "Holiday Party" was a great evening. Ray and his wife Cheryl, opened up their house and hearts in serving up a wonderful dinner, along with some great dishes brought by the members. Santa was hit as everyone walked away with a gift, and Don Greaff was the winner of a Model Tech "3De-mon" ARF in a surprise raffle.

With the New Year upon us, the Board is moving in a positive direction with focus on negotiations with Waste Management, the County, community outreach, membership drives and possibly upgrading the field. While at the AMA Expo, Ray, Maurice and Steve were able to talk one-on-one with AMA President Dave Mathewson and District 10 VP Mike Brown, on how we can move forward with the above mentioned items. Since then, Ray has been in personal contact with Mr. Mathewson in providing info and pictures about our Club and its functions.

The Board is also looking into the AMA "TAG" (Take Off and Grow) program. This helps clubs work within their community to help increase their membership.

The Event Calendar has been set for the year. You c

n the Club's website.

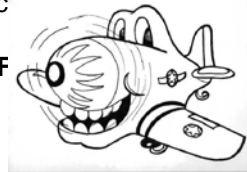
Saturday, March 20th, Annual Spring Fun F

Sunday, May 9th, Warbirds over Menifee

Saturday, July 24th, Poker Fly #1

Saturday, September 11th, Poker Fly #2

Saturday, October 23rd, Fall Fly-In



Other events, such as Scouts Day, electric night flight and combat with electric foamies have been suggested. Also, we have been asked again to participate in the Inter-Club Invitational. If you have interest in these or suggestions for other events, please let the Board know so it can be discussed.

A motion was made and approved to delete the "voting in" process of perspective new members. The By-Laws which are currently being reviewed and updated by the Board will reflect this change.

The Gate Code for this year has now been changed. You can find the new number included in your membership card packet. Any members not present at the meeting were mailed their packets. If you don't have the gate code, please contact a Board member.

The meeting adjourned at 10:45am, and flying resumed immediately. Our Next Month's meeting will be on Saturday, morning, February 20 at 10:00 AM Plan on being there . . . and bring a plane or two with you to fly.

Seen at the Field



It looks like Bob Campbell brought his whole hanger out to the field



Matt Stein getting ready to maiden his new 3Demon



Jeff Miller prepares to give another flying lesson using one of the Club's trainers



Ray Gould breaks in the engines on his new A-26



Silvio Sandvoss proudly displays his new ME 109



Silvio gets ready to maiden his new Sprinter



Steve Walch taxis out for another successful flight of his WASP



Silvio Sandvoss's beautiful PT-17



Steve Walch and Raz Rasmussen admire Ray Gould's A-26



Everyone seems to be talking about Matt Stein's P-51 with the purple wing



Silvio Sandvoss conducts a pre-flight inspection of his great flying P-40



Irv Gelfand gives Silvio Sandvoss a hand getting his PT-17 ready for another flight

Hanger Talk

From the Middle Point RC Flyers, Murfreesboro, Tennessee

Airplanes for Flying in Windy Weather

by Ivan Cankov

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

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

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

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind 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 airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

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

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!" →

THE NEXT CLUB MEETING WILL BE HELD ON SATURDAY, FEBRUARY 20, 2010
AT THE CLUB FLYING FIELD LOCATED ON MENIFEE RD.
BETWEEN MCCALL AND SIMPSON, AT 10:00 AM.
PLAN TO BE THERE, BRING A PLANE OR TWO AND MAKE A DAY OF IT.



MENIFEE VALLEY FLYERS

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