



Club Officers

PRESIDENT	Marshall Ostrom	707-448-1509	
V.PRESIDENT	Leo Van Sistine	707-315-3713	
TREASURER	Jason Keiter	707 365-6220	
MEMBERSHIP	Bengt Jonsson		
SECRETARY	Oren Redsun	707 864-5996	at64me@yahoo.com
SAFETY	Bengt Jonsson		
EVENTS	Forest Barton	530 662-6324	

Club Newsletter

AMA CHAPTER 172, CIRCA 1960, FAIRFIELD CA

February 2008 Issue 2

<http://www.vacavalleyrc.com>

Upcoming Events

April 28, 29 we'll have a field closing Fly-in and BBQ with scheduled events throughout the day, more details has we get closer.

January 8 2008 Meeting Minutes

Called to order@1930. 4 guests and 19 members in attendance (Leo Van Sistine was not able to attend)

Committee Reports:

Field: The gate combination is going to be changed February 1. The property in Dixon was discussed Monty Welch has not talked with the Dixon owners as of yet. Bob Hurley brought up that there are several people that are willing to put up as much as \$5000 a piece to buy some property outright. This would be a very good idea it also has its' own pitfalls. We are still trying to hold onto the flying site as it is. We have plans to discuss with

City officials the plans and if we can possibly stay where we are. We are also planning on the inevitable loss of the field in April.

Membership: Starting this year a half year and full year payment system has been established. A yellow membership card will be good until April 30 for \$35 (existing members) and \$50 for new members. A pink card will be good for the entire year \$70(existing members) \$100 for new members. And with a possibility of continuing the year at Woodland –Davis for \$20 (still in talks with the Davis club) Jim Adams is heading this up.

Treasurer: Approximately \$29,327 total runway fund available.

Safety: Please be sure your Membership Card is visible.

Events: April 28 and 29 Fly-in and BBQ Event.

Old Business: Updated in the field segment.

New Business: None

Toilet Seat Award: None

Show and Tell: T-28 Parkzone by Steve Edmundson with a small video camera and a Spektrum Radio. He says the plane flies nicely. I brought in a Great Planes Spirit of St.Louis electric. I've only flown it once and it needs some more nose weight. It should fly nice once its' balanced.

Raffle: Scott Bullis and Kim Lines –fuel, Jason Keiter-saw, Oren Redsun- ruler, Jim Adams- cutter, Ben Jonsson and Ulysses Bass both won sets of Allen Wrenches.

Secretaries' Colum

Oren Redsun

Well this year is already shaping up for a good time. We have one event planned for the whole weekend of April 28 and 29 with a Fly-in BBQ with some planned events throughout the days. I personally would like to see some events come up in February, March and into April. Everyone is more than welcome to send me Stuff to put in. Enjoy the next pages (Stolen from [http://:www.modelairplanenews.com](http://www.modelairplanenews.com)) Next month's raffle prizes are: Allen key set, heat gun, Zona saw, epoxy, easy touch sander and Monokote cleaner.

At64me@yahoo.com

See you at the field SOON
Oren

(Modelairplanenews.com)

Quit stalling! How to beat the summer heat

By Dr. David
Vaught

We all have visions that our planes will fly wonderfully simply because we took the time to carefully build them. We may also believe



our new ARF or RTF will also fly with little cause for concern because they were engineered with great attention to detail. In both cases we see our visions to fruition at almost all times except during the heat of summer. The late-summer scenario, though, unfolds like this:

I was at the flying field one hot, dry Saturday afternoon and noticed planes using a lot more runway than usual and I, unfortunately, witnessed two planes stalling on approach. To thoroughly confuse me our best 3D pilot was complaining his hovering maneuvers were not what they were used to seeing. So why would these events be occurring and what was the influencing factor I had experienced? The answer is density altitude. Let's take a quick look at a weather factor many RC pilots do not take into account.

Density altitude is basically a measure of actual altitude conditions you will be flying under with factors that include mean sea level barometric air pressure, temperature, and dew point. Going back to my basic flight training in a Cessna 150 I

remember well that there were times when under a high-density altitude environment I could not fly the plane with an instructor and full fuel tanks. Many may think a four-seat plane is designed to carry four people, but the reality is that even in fairly optimal conditions you can't put a full tank of gas in the plane. One of the culprits is density altitude.

With these factors present every time we fly our radio control airplanes in the hot summer, we have to realize we are limited by density altitude. In essence, because we have high temperatures, low barometric pressure and high dew points, we just do not have as much for the prop to grab onto with each revolution. In the winter with low temperatures, high barometric pressure and dew points that don't really count, the air is very dense and we have lots of molecules to slice the prop through. So, on a cool or cold day our planes perform like rockets and on a hot summer day they are sluggish.

Let's look at another scenario I have heard many times that occurs in the mountains above 5,000 feet. Some flyers I have talked to complain that their planes will not fly and, in fact, even if they lift off the runway any simple maneuver promotes a stall. They return to the hanger and commonly think they need more power, while the same plane flies perfectly at sea level. Even worse, they believe their plane was poorly manufactured. Therefore, it is possible when we incorporate density altitude that my flying field at 814 feet will act like a field at 5,000 feet. All of a sudden the scenarios I witnessed at the flying field make sense.

Recently, I hand-launched a plane on a day that was 98 degrees, 28.94 inches of mercury and a dew point of 70 degrees and thought I would never get the plane high enough to

get it back to the runway. The same plane had flown many times through the winter and spring with all the characteristics I desired. But, that hot summer day when I calculated the density altitude from 814 feet above sea level, the density altitude was 4,890 feet! No wonder.

The next time you fly on a hot day think about what you must do to avoid problems. First, allow plenty of room for the takeoff. Second, keep your airspeed up on final approach and third, if you are under-powered to start with, consider an early-morning, cool-air flight. Remember, it's not your plane that is misbehaving, but rather the forces of nature beyond your control. Being aware of density altitude might just prevent a frustrating crash that leaves you scratching your head in confusion.

Better engine runs:

During the life of an engine, the clicker that prevents the needle valve from rotating during flight can become fatigued because of vibration. To prevent the needle valve from vibrating and changing settings while in flight, place a small O-ring around it and the clicker. You could also use a very thin slice of fuel tubing in place of the O-ring.

—Harold Nance, LeSage, WV

No loose screws

Large, gas-powered models tend to vibrate a lot. Of course, that means that all of the nuts, bolt and screws need to be securely fastened so they don't work loose. One very important screw that is often overlooked is the one that secures the servo arm to the servo. If it vibrates loose and the servo arm falls off, that can ruin your whole day (not to mention your model. After you've fully tightened the screw, fill the center of the servo arm with a drop of silicone or Pacer Zap-a-Dap-a-Goo adhesive. It will keep the screw

in place, but the screw will still be easy to remove.

—Edward Turon, West Wyoming, PA

A great aerobatics article is at:

<http://www.modelairplanenews.com/Media/MediaManager/Chapter%202.pdf> copy and paste the address into the address bar of your browser if you receive the newsletter on the web.

Starting a Gas Engine the Easy Way

To properly start a gasoline engine.

1. Close the choke, open the throttle full, and turn the kill switch on (no spark.)
2. Turn the prop over several times to prime the carburetor. Look to see fuel flowing through the line to the carburetor.
3. Turn the kill switch off, (spark live,) and flip the prop sharply several times until the engine "coughs" or "barks" to signal that there is enough gas in the combustion chamber.
4. Open the choke, reduce throttle to a few click above idle and flip the prop again. The engine should start on the second or third flip.

Note: If your engine has electronic ignition, turn the ignition on and off in place of the kill switch as mentioned above. Always have a friend secure your plane before you attempt to start the engine.

Real Instrument Panels

Check out your back issues of *Flight Journal* for glossy photos of full-size airplanes' instrument panels. Clip and glue one of these into your latest model; if the model has an open cockpit, fuel proof it. Decorate the faux instrument panel with a few knobs and switches, and it will look convincingly real.



8 Tips to install CA hinges

When gluing CA hinges into the slots for a model's control surfaces, there are a few things to do to make the job neater and easier.

- Use a sharp hobby blade and remove a thin sliver from above and below the horizontal slot to make a very shallow V. This helps clear covering material away from the slot and exposes some of the wood around the slot.
- Use a small 1/6-inch drill and drill a hole in the center of each slot. This will help wick glue into the hinge cavity.
- Mark the middle of the hinges with a pencil so you can install them equally into the control surface and the supporting surface.
- Use thin CA, not medium or thick CA. Thin CA will wick more easily into the hinge slot.
- Place the hinges into the movable surfaces first and apply two or three drops of adhesive to each side of the hinge. Wipe away excess glue with a paper towel.
- Slide the hinges into the matching slots and center the control surface so it is in the proper position. Be sure there is clearance on either side of the surface so the hinge does not bind.
- Apply two or three drops on the hinges to glue them into place. Use a paper towel to absorb any excess glue that may have wicked into the space between the hinges.
- Don't use kicker or accelerator to speed glue time. Let the glue dry slowly for a strong bond.

VACA VALLEY RADIO CONTROLLERS, INC.
AMA Chapter Club #172

2008 MEMBERSHIP APPLICATION and RENEWAL FORM

Please Print & Fill in Completely Renewals are due January 1st & Delinquent March 15th
AMA License No. _____

Name: _____

Street: _____

City: _____ ZIP: _____

Telephone: (_____) _____ - _____

Internet Address: _____

Skill Level: Student _____, 1-3 Years _____, 3-5 Years _____, 5 + Years _____

Radio Channels Used: _____, _____, _____, _____, _____, _____ Preferred Radio Brands:

Are you available as an Instructor? Yes _____, No _____ If so, when? Weekdays ____, Saturday ____, Sunday ____

Interests: Sport _____, Scale _____, Helicopter _____

Will you participate in? Contests _____, Fun Flies _____, Pylon Racing _____, Combat _____, Barbecues _____

Pink Card

Annual Renewal – (\$50 Membership + \$20 Runway Fee) + (\$10 Late Fee after Mar 15th) \$ _____

Yellow Card New Member and existing members until April 30
(Jan 1st \$35 + \$15 One Time Runway Fee \$ _____

Junior Member 18 Years Old and Under Dues Only \$5 No Runway Fee, Must be accompanied by an adult. \$ _____

TOTAL..... \$ _____

DATE: _____ Renewal: _____ New Member: _____ PAID BY: CASH _____ or CHECK # _____

Revised: 1/13/08

Mail this form, check, copy of current AMA card, & Self Addressed Stamped Envelope to:

Bengt Jonsson

735 Lotz Way

Suisun, CA 94585

Current Flight Instructors

Jason Keiter Cell: 707 365-6220
(Call after 8:30AM and before 9:30PM).
Scott Bullis 707 437-2410 Sat & Sunday
Mark Casto 916 296-5788 Weekdays
Kevin Halow 707 694-9625 Weekdays
Victor Metz 707 422-5043 Weekdays
Jim Adams 707 446-0648
Bill McClure 446-8376
Pat Lively 707 483-0246
Jim Williams 707 447-0719
Scott Rowan 707 446-6982
Doug Riddick 707 448-5361
Leo Van Sistine 707-315-3713 Weekends

For HELICOPTERS

Email: Errol Nevalasca raptorhawk@comcast.net

Meetings: (Second Tuesday of every month except December)
Nut Tree Airport Vacaville.

2008 Meeting Schedule

February 12	7:30pm
March 11	7:30pm
April 8	7:30pm
May 13	7:30pm
June 10	7:30pm
July 8	7:30pm
August 12	7:30pm
September 9	7:30pm
October 14	7:30pm
November 11	7:30pm
December TBA	

C/O VACA-VALLEY R/C
Oren Redsun
4909 Summer Grove Circle
Fairfield, CA 94534



February 12 VVRC Meeting