

VRCMC FEBRUARY 2010 NEWS LETTER

Hope everyone had a good 2009 and will have an even better 2010.

2010 a few months ago seemed so far away but we already in February 2010.

A new committee was elected on Saturday 23rd January and consists of the following members: -

CHAIRMAN:	David Charls - 082 822 9709
VICE CHAIRMAN:	André Kotze - 082 461 8815
TREASURER:	Mark Finch - 083 271 0904
SECRETARY:	Rodney Bear - 072 799 9097
SAFETY OFFICER:	Rudie Coetzee. 083 609 8208.

We hope to hold as many of the month club / committee meetings at the club as we can, so as to involve as many members as possible.

Annual Subs:-

Thank you to all those members who have already paid their 2010 subs. We have two unknown deposit, so please when paying your subs, kindly use your name and surname as a reference.

Please note that all payments must be made directly into the clubs banking account via a direct deposit or EFT. The clubs banking details are available on our webpage. If you haven't paid you're 2010 subs please do so before the 14th February 2010.

Should you wish to make alternative arrangements regarding payment of your subs, please contact Mark Finch to arrange this.

The current Club Fee structure is: - Junior Members: R 150.00 p/a, Adult Members: R 350.00 p/a (18 and older), Pensioner Members: R 250.00 p/a (60 and older). Social Members: - R 150.00 p/a.

Gate Lock:-

The lock on the gate will be changed on the 7th February 2010 and only paid up members will be issued with new keys. Your new gate key can be collected from the club this weekend on Saturday and Sunday between 09h00 – 13h00 (Weather permitting). Alternatively please contact one of the committee members to obtain your gate key.

Those members, who have not paid or contacted Mark by the 14th February 2010, will not be able to fly at VRCMC until their subs are paid up. We would urge you not to allow your club membership to lapse.

Objectives:-

2010... One of the committee's objectives will be to encourage members to improve their individual proficiency, or at least to achieve their solo rating.

If you require assistance in this regard or can assist with the training of new and seasoned pilots, please chat to our official Club Instructors Rudie or Andre.

Mark has also committed to achieving at least his Silver Rating by the end of February so that he can also assist with the training of new pilots.

Informative workshops:-

During the year we intend holding a number of informative workshops, for example "The skills of model building and the electronics involved in the radio control operation etc.

Les Ward has already agreed to hold the first workshop in late February on "Electric's", the time, date and venue will be communicated to once these arrangements have been finalized. If anyone would like to assist in this regard please contact Rodney.

Safety at the club:-

Safety at the club is not only the responsibility of the committee but all its members. Everyone needs to ensure that **safety comes first**. Please assist by ensuring that all engines are started in the "Pitt Area" and that your plane is secured and facing the water. New signage will be erected shortly. Thanks Rudie.



The new Pitt area is in desperate need of some form of shade... If anyone has a spare gazebo or two lying around unused, please consider donating it to the club.

The Committee is also currently investigation different ways of putting up some form of structure which will provide enough shade over the Pitt area.

Additional Funds Required:-

To assist with the funding of the clubs activities it's our intention to have a number of "Fun Days". These have always been very well supported and are a very good source of much needed funds.

At the end of February 2010 the Club will host an Auction... where members and visitors can bring all their unwanted planes and equipment to be auctioned.

We hope to publish the finer details soon. We are looking at charging 15% commission on all sales. If you have any suggestions or would like to assist please contact us.

Grounds:-

Thanks to Andre and his team of assistants the club grounds are really looking great. If you are available to assist in anyway please speak to Andre. Last weekend we managed to

get Les onto the tractor (Hey Hey). Wouldn't it be nice to add some new volunteers to the 10% who seem to do most of the work.



In order for Andre to do the finishing touches at field, the club needs a Brush cutter.

If anyone knows where the club can get one at a very reasonable price, please contact Andre.



Looking at the year ahead:-

During 2010 we hope to send out regular news letters and should anyone wish to contribute to the contents, please forward your article or suggestions to Rodney.

In the next News Letter we hope to record the history of the club, how it was established. If anyone has old pictures of the club / field when it was first developed please forward them to the committee.

What's New:-

Mark and Christo have recently acquired some new toys; WOW these 30cc petrol motors have some grunt.. Unfortunately photo's where not available, but in the future we who like to add to this section in the news letter.

Birthdays this month :-

Barry Mann Saturday 6th February 2010

Ooops will have to improve on this section.

New members:-

We would to welcome all our new members to VRCMC and may they have many hours our happy flying and enjoyment at the club:-

Web Page (<http://vrcmc.co.za>):-

Social networking is a term that describes how millions of people are sharing information using the Internet. It has become an incredibly popular way to communicate. VRCMC has stepped into the social networking world and now has a presence on a number of Internet sites including YouTube.

Thanks to our Webmaster Andre our webpage is improving all the time with over 8669 hits so far. We have had hits from the following areas:- South Africa (ZA) 1,080, United

Kingdom (GB), 24, Australia (AU), 20, United States (US)16, Germany (DE) 7, Saudi Arabia (SA) 2, Austria (AT) 1, France (FR) 1, Ireland (IE) 1, Europe (EU) 1, Norway (NO) 1, Egypt (EG) 1, Malaysia (MY) 1, Kenya (KE) 1, Panama (PA) 1, Colombia (CO) 1, Qatar (QA) 1, United Arab Emirates (AE) 1, China (CN) 1.

Those looking for a bargain or two don't forget to keep looking at the "For Sale" page on our web page. Andre has also has posted a variety of good images and it's really worth a visit. Thanks Andre

Useful links:-

http://www.bluemaxrc.com/building_tips.asp

This link really has some useful information for those new to the hobby

Interesting Articles

From the Middle Point RC Flyers, Murfreesboro, Tennessee

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 aspectratio 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!"

Hopefully you have enjoyed this "News Letter" , hope to see all at the club soon.