

NEWSLETTER AUGUST 2010



Picture of the Month:-

Submit your best pictures and towards the end of the year the twelve best pictures will be used for the 2011 VRCMC Calendar.



This project is still in its planning stages and is largely dependent on member's contributions. Hopefully we can produce a reasonable size calendar at a reasonable cost. If anyone has any suggestions as to how we can get this done please contact us.



For many years this plane was once a very common sight at the Valley. Should anyone know its current whereabouts



please contact us urgently? We all would love to have "Blondie" back flying in our skies on a more regular basis? Rumour has it that she was dumped for a device with a rotating wing...

Informative Workshop: - By Fred Wilkinson

Neil did a sterling job of presenting pattern flying and together with Leon Coetzee from the Shongweni club gave us a couple of demonstration flights of the novice, Sportsman, and Advanced schedules.

During the talk Neil went through some of the maneuvers and also gave us some background as to what is involved in Pattern flying.

One of the key elements which came out and seemed to be taken up by several of the listeners is the reason for flying a schedule is not all just about competition but the key element is having a means to measure your own flying ability and being able to work on



Neil Allen demonstrating the different maneuvers

improving one's own skills.

Another aspect is the fact that flying in a competition is not just for the top pilots with magical skill levels but is open to the average club flyer that can enter the regional events at the novice level.



These levels of flying is at the equivalent of any club Sunday pilot and by joining in the maneuvers are no more difficult than any which is flown in most fields over a weekend.

The next step up is the sportsman category and this is the highest level that a new pilot can enter into competition. After this he will have to have flown in and obtained results in competitions prior to qualify for an upgrade to the next levels.



Neil who is the highest qualified Pattern pilot in KZN then talked us through Leon flying the novice schedule followed by the Sportsman. This I think gave quite a few of us the feeling that flying at this level is not beyond our abilities and several of us have been motivated to have a go.

Neil then flew the advanced pattern and we could all then see and appreciate how practice and setup of the plane bring one up to this sort of flying. It was pure magic to watch, this all while the wind blew cross-wind to his flight line.

His final part was a demonstration of how the plane is setup by flying using the rudder only to show how the setup of the plane allows one to correct for cross wind while keep the flight on line without any bank on the plane.

As Neil explained the average pilot usually does not use the rudder during the flight but at the level of flying accurate patterns the rudder is the most important control surface. By setting the plane up correctly and practicing using the rudder one can become a much better pilot including the aspect of bring the plane into land without any drama due to cross winds etc.

I think as a group we all felt motivated by this talk and demonstration and we will be setting up some time slots and training sessions at the valley field for those pilots who feel that they could gain in a more disciplined approach to their flying.

If anyone would like to join in and keep in touch for the program we will put together please drop either myself or David a mail with your contact details and we will happily keep you informed and if you so wish we can also forward your mail address onto Neil who will circulate the dates and information of the KZN regional events.

It is our intention to have a series of workshop events to coach those of us interested to be able to fly the novice and sportsman schedules with the intention of ultimately taking part in the KZN regional events run by Neil. Anyone interested even from other clubs is welcome to join us.

Contact details are: Fred Wilkinson : - wilkinson.fred@gmail.com

The following is instructions printed by Neil from one of his monthly training sessions.

USING THE RUDDER TO FLY CROSSWIND PATTERN

At the last aerobatic monthly event I gave some wrong information. I talked about how a Sportsman flyer won events and got promoted to the Advanced level without ever having used the rudder in flight. But I was thinking of the old sportsman, not the turnaround schedule. So guys flying the new turnaround schedule should try and use the rudder a bit during their flights. Otherwise, you must use ailerons to bank the plane back on to the correct flight line after going off line, which does not look very smooth to the judges. Use rudder a little at first, adding it in more difficult places as you get used to it.

The easiest place to use it is in two loops. If the plane is flying from left to right, and starts drifting in, you apply a bit of right rudder throughout all two loops to straighten it. There is one complication though. If you are mode 2, that left hand is working the throttle, so moving the rudder at the same time is not all that easy. You could perhaps consider doing the loops at a set figure of say two thirds throttle, and then use the left hand only to move the rudder. Better to get the loops in line that at a constant speed.

It is best used in straight and level, to drag the plane in and out between manoeuvres. Just remember that if the plane is flying normal upright, the throttle and aileron hands

move together the in same direction to get the same turning direction. Use your instincts for turning with ailerons for correct direction, but move only the rudder hand.

At the top of the square loop you should try a totally new way of doing it as the plane is inverted. As the plane flies along inverted pretend that your rudder stick is glued to the plane's wingtip. Then pushing the rudder stick left will push the nearest wingtip on the plane to the left.

Interesting article: RC Skydiving



Radio Controlled Skydive is a scaled down version of the real life discipline of skydiving and sport parachuting, this includes the rush of free fall, chute deployment on your command and being able to steer the parachute after deployment and even do spot landings, just like the real thing.

Only difference it's all being done by means of remote control!



RC Skydive kits are sold as an ARF kit, in our case it stands for Almost Ready to fall!! There will be some construction required from the modeler but you'll be able to complete the diver in about 4 evenings of leisurely modeling/construction depending on your skill level.



The kit consist of: the diver which includes a full fiberglass constructed helmet, fiberglass head, fiberglass body and fiberglass legs; solid moulded plastic moveable arms, custom jump suit, dummy harness, custom chute pack container, custom handmade sneakers, goggles, laser cut servo tray and off course your own custom parachute.



All the parts in the kit come pre-painted and the kit will include all the hardware needed to complete, excluding the radio gear. The standard weight of the diver is round about 1.1kg depending on radio gear and battery used.



R/C Skydiving is very much like the real thing. You'll need a jump/drop plane, skydiver and a few people. The only difference is all of our equipment is Radio Controlled. For this reason you will need at least two people to R/C Skydive. A .60 size trainer makes a perfect single diver drop plane. There is however some small changes that needs to be made to the plane. There is no need to buy a special type of plane many of us still have an old trainer in our "hangars" which can be converted into a drop plane.

DRASTIK .60 ARF review – By David Charls

Specification

Wing Span: 1680 mm
Wing Area: 62.8dm²
Total Length: 1440 mm
Engine: 2c .60cu
Radio: 4 channels, 5 servos

Supplied by: Flyboyz - Leon Breytenbach

Having owned several of the .40 size Stick Series over the last few years, I have always wanted .60 size kit in my Hanger. Stick's have been a favorite of mine and amongst many of our members at the club (Andre, Mark, Lynton and even George) This model offers basic aerobatic abilities and stable flight characteristics and makes a natural second or third plane for most the intermediate pilot.



Hangar 9 has dominated this type of model for several years. Their kits are generally of very good quality, but a bit too pricy for my pocket (Quality verse Price). When I found this kit at a greatly reduced price advertised in the SAAMA magazine, I jumped at the opportunity to have one in my hanger again. Thanks to Leon's service and advise I had the kit in a few days... Leon very conveniently delivered the kit to my door (Wow, how's that's for service) Thanks Leon, greatly appreciated.

ASP DAS STICKS kits are available in .40, .60 or 1.20 size configurations, once I had committed myself to the purchase the .60 size, the most difficult part was deciding on what colour to purchase, the kit is available in striking light blue, red or yellow colour scheme, these "Sticks" are anything but ugly!

I couldn't wait to open the carton and check the kit. The kit arrived very well packed and complete.

The kits components are all laser cut and very neatly finished off. I must say that this is one of the few kits that I haven't had to re-iron all the corners etc. before assembly. The kit comes with all of the hardware necessary to build it as a tail-dragger. The majority of the hardware supplied is plastic and does not appear to be the best quality.

However, I decided to use what was supplied so that I could do an honest review on this kit as it was supplied. I would recommend that any potential buyers consider replacing the Control Horn's etc. with a better quality; one would need to take this cost into consideration when deciding which kit to purchase.

ASSEMBLY

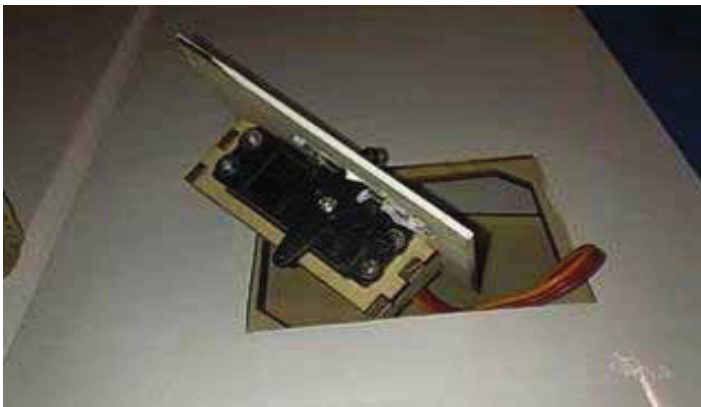
After having no response to my advert on our website for a "Master Builder", Quinton and I decided to attempt the assembly ourselves. Fortunately the supplied manual is very basic and easy to follow... e.g. Step 1, Step 2. From time to time, I had to remind Quinton that we needed to follow the manual, at least then I would understand what goes where...

Day one: -

We assembled the ailerons and elevator, thank goodness they were all neatly slotted and everything fitted perfectly.



Quinton hard at work



Wing Servo's

Unfortunately fitting the Control Horn's was not as straight forward as I would have liked.

Using the knowledge gained from Jason's article in one of our recent news letters I was determined to make sure that everything was square and straight, so this five minute job took a bit longer than I would have like.

But still we managed to finish the gluing of the two wing parts, hinges and fit the aileron servos.

Day Two:-

I decide to check my workmanship before commencing the next stage, the gluing for the hinges had not worked, and the instruction manual clearly calls for epoxy to be used.

Unfortunately we may have allowed too much time between mixing the epoxy and fitting the hinges or the epoxy we used was old stock and was no longer effective... Ouch!!!! That just cost us a few more hours of flying time.

After explaining my story to Ian S. at the club on Saturday morning he kindly donated some very fancy Hinges. Removing the old hinges and replacing them with the new ones, was quite a challenge. Not having the correct hinging tools we had to make do with our own invention... a sharpen hacksaw blade. I must say that this homemade tool was rather handy and worked very well.

Fitting the control arms was yet another challenge... trying to drill straight was a lot more difficult and after several attempts I got it right...this was not as a result of the quality of the kit, but rather my lack of building experience.

Having glued the wings together and fitted the Horizontal & Vertical tail it was time for well-deserved break, the epoxy needed to set



Hextronix HX5010 Twin Bearing Servo's

before we could continue. Thank goodness it was already 01h30 Sunday morning.

Tip: - Keep a large bottle of solvent handy to wipe off all the epoxy finger prints from the kit.



Turnigy C4260-600 & 60 Amp Speed Controller

Day Three After a rather windy day at the Valley I was pleased to be home and rather eager to complete the build.

Fitting of the Servo's and push rods proceeded very smoothly and the Hextronix HX5010 Twin Bearing Servo's fitted like a glove into all the pre-cut holes.

Having completed all the major work on the kit it was time to mount the motor and ESC.

Thanks to **Barry "the man with a Large soldering iron"** that kindly fitted all the electric fittings and plugs to the motor and battery it was one job less for us to do.



Pre-installed Hatch - for easy access

The kit comes with a hatch in the front which makes the fitting of the blind nuts and Speed controller easy.

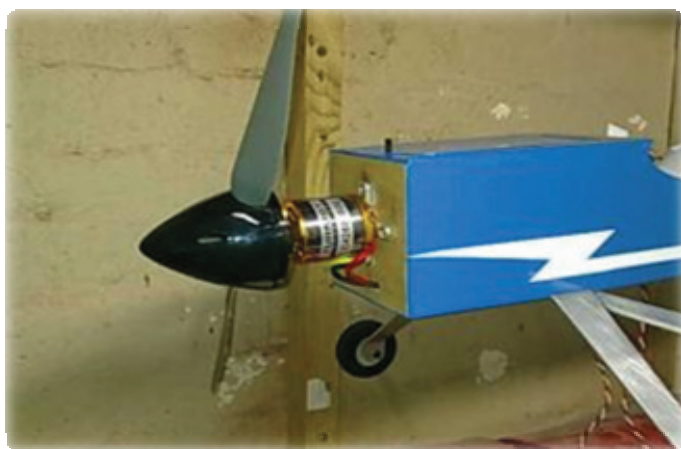
The fire wall is also pre-marked with the horizontal and vertical center line.

As mentioned at the beginning of this review the quality of the accessories is not the greatest. The M4x25mm screws provide are of poor quality and needed to be replaced.

The mounting of the Turnigy motor and bracket was rather straight forward, no piping or messy fuel to contend with ...what a pleasure!

Day Four

It was now time to install the receiver and do the radio-setup. We first did all the trimming manually. Again things would have gone a lot smoother if the quality of accessories had been better. Charging the battery for the first time was rather interesting. I have always heard of Lipo Batteries been stored at about 60% of their capacity and I was interested to see how many mAh the battery would take. True to their word the initial charge was equal to about 40% of the batteries capacity and the initial charge took just less than an hour.





At last... One Light Blue Drastik complete and in my hanger.

The big day... It's the maiden flight Thanks to Leon, Les and Rudie for checking out the plane. Initially the plane was very sensitive with the recommend throws. After a few adjustments it flew like a trainer.



For pilots who are ready to move up from a trainer and who want a more aerobatic performance in a quick-to-build, good quality plane. This is my first "Electric Plane" It isn't the prettiest plane ever, but who really cares? It flies really well.

Boys & Their Toys:-

Les AKA "Blender" has promised us that this plane will grace the skies at the Valley in the not too distant future



Not all operations need a theater

At the Club :-

Some very interesting requests have been posted on the web page during the month. Rudie has requested a wall around the club so that he can fly on windy days, Dennis has requested for the gates to be automated and Les have requested for the quarry to be stocked with fish.

Sorry Guy's, unfortunately due to budget constrains it is not possible to even begin to consider any of these requests, but with the new fee structure for next year I am sure that we can at accommodate at least one of these requests.



"New signage" has been made, thank you Ian for making up the stand's and pegs, thank you Rudie for doing the lettering. As it is not practical to leave the sign's up all the time, the signage will be used on days when we have a lot of visitors at the club.

"Safety" at the club is paramount. It's in the interest of all members, that everyone does their SAMAA proficiencies. Everyone should have at least their **"SAMAA Solo Rating"**. Let's not wait for another accident...

SAMAA's is rather vague whether a member is cover by their insurance policy or not if the individual flying does not have a SAMAA rating!!!. The SAMAA Solo proficiency test is very basic and can easily be achieved after a very hours of practice. If you would like to have your proficiency test done, please contact Andre or Rudie and they will arrange for a suitable time.



Please ensure that your SAMAA membership is up to date as it is a pre-requisite that all anyone wishing to fly at the club should be paid up members of VRCMC and SAMAA.

Due unforeseen circumstances we urgently have to find an alternative Service Provider to host our clubs web page. Andre is currently hard at work looking at the cost implications and to try and find a suitable place to host the site. If anyone has any suggests please contact Andre.

“Water Lettuce” Ryan Brudvig from the Department of Water Affairs has made several commitments over the last few weeks to attend to our problem, but unfortunately nothing appears to have taken place. The infestation seems to be changing colour and hopefully that is a sign that it will start clearing.

“AMT Advanced Composites Course” we have only received a very limited response to this topic and therefore have decided to shelf the idea and re-look at it again in the New Year.

“Building Projects” Barry is in the process to putting together his new toy... Hmm another electric is about the grace the quarry skies; however he has promised to give us a Mosquito update next month.

Thanks for reading! If you know someone who could like to receive this monthly newsletter, feel free to forward it to them! Or go to the clubs web page (vrcmc.co.za) and add their name and email address on the contact list.
