

# Mountaineer R/C Flying Club

AMA Charter #659

March 2003



Bob Rowe's new Extra the "Skydancer"

## Club News

Thankfully, the weather has finally broke. The winds haven't been too helpful, but we have seen some really good flying weather.

On a sad note, Joe Meeker, a lifetime member passed away on March 11th at the age of 75. I never met Joe, just knew his name by mailing the newsletter each month. Stan tells me that he was an active member when the club was at Diamond and for a few years after it moved to Tornado until health problems forced him from the hobby. Joe was responsible for getting the County to make our sign at the end of the road and after the wooden shed was burned by the "locals" he built the bunker we now use to house our mower. As I'm writing this, I see that his name appears on our "Presidents" trophy a couple of times. From the accounts I got from Stan, he was a good guy and always willing to help. For those of you who knew Joe, I know he will be missed.



If you haven't been by the field recently, there has been a lot of work going on. As you may or may not know the runway and pit area has been soaking wet all winter. The

ditch line was plugged up and the drain pipe to allow the parking lot to drain had long since collapsed. The weekend after the last meeting several showed up and started hand digging along the parking lot and part of the ditch line.

I was able to borrow a Terramite from my good friend Tim Moss who owns TBM Construction in St. Albans. Bob Rowe and Denny volunteered themselves to give the field a make-over. They spent 3 days continuing the digging, putting in gravel and pipe along the runway. With the Terramite, Bob was able to do some work on the road as well.



It is too soon to tell how effective the added drainage will be, but the field is drying up. I would like to thank everyone who picked up a shovel or did something to help. Bob Rowe, Denny Bostic, Dave Gaines, Charles Jarvis, Bob Yates, Darren and Michael Gullion, Bob Daley, Jerry Workman and yes, I picked up a shovel to. Let me know if I missed anyone.

When worked finished up on Saturday, we were amazed at how well the field seemed to heal up. We still need to keep rolling it when we can, but it looks great.

*Barry*

**Next Meeting, Sunday, March 30th  
2:00 PM at the Field**

## ***Meeting notes from February 25th....***

In attendance: Stan Clark, Denny Bostic, Dave Gaines, Bob Yates, Charles Jarvis, Rex Spurlock, Darrien and Micheal Gullion, Pat Howley, Bob Rowe and Barry Thaxton

Treasury report we have \$1270.89 after sending \$100.00 to the AMA.

We had a brief discussion on insurance and general club liability in the event of a law suit. Denny reminded me that I haven't produced the windsock. We discussed that the cable for the lock on the gate needed replaced (Denny fixed this sometime after the meeting).

Flying the flag was discussed again, as well as building new benches (as of this writing, Dave has built four more benches and have them installed at the field).

Field safety was discussed, particularly about prop strikes and where to stand to avoid the arc of the prop.

We discussed whether to keep the Porta John or possibly building our own. Nothing was decided.

The Pilot of the Year award was discussed and it was generally decided to hold a club vote for this award.

Cleaning the ditch line along the runway was discussed (obviously at time, the work has been completed). Re-seeding the runway was brought up and still needs to be done.

Meeting was adjourned.

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## ***Stan's Scale Stuff***

*Scale Wind 101 - What is it, and how to deal with it; thoughts from a 1997 Kent Walters article.*

Wind has always been a concern to scale modelers. Wind doesn't scale down for smaller/slower models. Wind *direction* can notably upset maneuver performance: example, early vintages that prototypically took off and landed *only* into the wind. Even with the option of a tail wheel, WWI models are aerodynamically very poor in crosswinds.

Airborne all aircraft are affected by wind. The slower an aircraft becomes the greater factor *or percentage* of model speed. The least effect is on jets and other high speed aircraft. For example a 15 mph wind represents 50 percent of typical air speed of a slow WWI model flying at 30 mph, for a jet flying at 120 mph, the same 15 mph wind represents only 12.5 percent. Observed *ground speeds* in upwind and downwind maneuvers will also be diminished or increased as well by these same factors. Despite difficulties in judging speed, it should not take much imagination as to which vintage aircraft will require the greater or lesser maneuver corrections when observed in practice as well as in analysis. Looking at this further can be important to pilots and/or judges.

Another way to visualize this; relative to what we observe on the ground, a jet model flying at 120 mph in a 15 mph crosswind needs only a seven-degree correction (difficult to recognize in flight) while a model of a slow WWI aircraft model flying at 30 mph would require a 27 degree crab angle (easily recognizes from the ground) to maintain a desired ground track. Gusting wind may also require directional bank adjustments.

There are many aircraft and prototypical *maneuvers* requiring similar visible corrections during flight if they are to also appear in reasonably correct shape or size from the ground. Perhaps the most significant is the mandatory figure eight maneuver. It reveals how well the pilot positions the model with prototypical altitudes and precision over two adjacent circular horizontal areas. In windy conditions, prototypical bank angle will change if the aircraft is to stay reasonably on course to a figure eight pattern with respect to the ground and judges. Although a prototypical *bank angle* may typically be 30 to 45 degrees from horizontal in calm air, in wind this must be decreased while flying upwind to maintain circular shapes and increased while flying downwind to maintain a figure eight. Judges that expect a constant bank angle turn in windy conditions for optimum figure eight scoring are being unrealistic as well as unfair, particularly to slower flying vintage aircraft. Similar corrections would also be visible on full-size aircraft if increased wind occurred in the same factor or percentage of their faster air speeds. Now we have found two things that don't scale: **gravity** and **wind**.

***To be continued – Wind and the dreaded Downwind Turn.***

**Stan**

## Around the Field

Spring has sprung on the new planes. We've seen a sea of new planes. Can't remember when we have had so many new planes show up in a month. The weather has been great, of course anything is an improvement over the 20 degree weather we were having.

Darren Field joined the Bag-A-Plane contest when he exhausted his batteries and crashed his new PT-19 (seen last month) on the tracks.

Bob Rowe and Stan had a midair recently. Both planes got down safely with minimal damage. Bob lost part of his elevator on his Magic and Stan took a hit to the leading edge of his fun fly plane.

I've been playing with electrics and recently brought out my ornithopter. I'm sure you are wondering what an ornithopter is. It is a flying mechanical bird. It flies by flapping its wings. Most likely going to be my favorite toy.

So here are the new birds at the field:

Mark Chapman's new Kyosho Pitts special. Initial test flights were a bit rocky, but it's second outing was much better. I think Mark is going to like this one.



Donald Thaxton's new 40 size Space Walker. Didn't get the manufacturer, but it flies very well.



Bob Rowe with his new 60 size Extra 300. Bob adopted the scheme from a full scale Extra call the Skydancer. Great covering job. The shake out flights

have been a bit painful for Bob. The landing gear has torn out twice.

Bob Yates' finished his T-34. Great looking plane and looks like it flies as stable as a trainer.



The first test flight was in high wind and I thought it was going to be lost on the first landing, but it showed just how stable a plane it is as it settled to the runway.



This is my new Great Planes 40 size Cub. Power with a Saito 90 twin with Robert scale wheel struts. The twin sounds almost real. Still trying to figure out

the ground handling on this bird.

Here is Dave Gaines' new Lazy Bee. Dave is still having a time with this plane. After several modifications it still doesn't want fly. I witnessed the last flight and it looked like it was doing it's own thing. Cool little plane. Hope the bugs can be worked out.



## Club Contacts

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## Around the Field continued...



Denny's new Thunder Tiger Cub. I know Denny has had a time building this kit. Looks to be a great flying bird. Learned recently that the rudder

came off during one of its first few flights. Denny also added what seems to be an aquatic feature to this Cub. No one knows what it is except Denny, but it appears to have a snorkel.



My new 60 Spitfire. It is a German ARF from Jamara. Great quality and easy to build. Instructions are in German, but it is easy enough to figure

out the important parts. Gentle flyer. I'm having some trouble with the retracts, but I'll get it ironed out.

*Barry*



**THE FOUNTAIN HOBBY CENTER**  
200 W. Washinaton Street  
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Here is another one of my new toys. The Alpha Jet from Hobby Lobby. It is an electric ducted fan jet. It uses a Speed 480 motor with a 10 cell,

1300 Mah, NiMH battery pack. This is a great flying little plane. I've only got a couple of flights on it, but I'm going to like it.

*Barry*



## The Triton Revisited

A few months ago I reviewed the Triton charger from Great Planes. I basically gave it a thumbs down. A new manual was released in January on their web site. The new manual unlocked all the secrets to this charger. After reading the new, extensive manual, all the light bulbs went off in my head.

I really started using it and have learned to love it. The power source is still a pitfall, but other than that, the flexibility and good information the display gives you is wonderful. I'm now getting into electrics and need the flexibility that other chargers just don't have.

I still don't consider this charger to be a "no brainer" and you really have to think before you charge. I'm now giving this unit two thumbs up and I even bought another one. The updated manual did not come with the new unit. You still have to download it. ✈