



Balsa Dust

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***** **NEXT MEETING** *****
DATE: *Thursday November 11, 2010*
LOCATION: *East Bloomfield Town Hall*
TIME: *7:30 p.m.*

Max Says

This cold weather is telling me winter is coming and soon. We may get a few more nice days in but they will definitely be fewer and farther between. If you are not into flying from that white stuff we do have other options to keep going. There are lots of great inexpensive simulators available from \$100 and up. Great Planes new one even lets you fly off the water! How cool is that? And if you crash, just push the reset button, no rowing required.

A second choice is the little helicopters now available. For around \$100, you can get one ready to fly in your living room. Just charge and go. They are very easy to fly unlike the larger ones. Charlie even has one. Several clubs are using the E-flite ones to introduce kids to RC. Just make sure you get a good quality one, the \$29 specials don't work very well and are harder to fly. Oh, and if you happen to have one or more cats at your home, be careful. Mine have been known to attack.

Last is indoor flying that is flying in a large enclosed area like a gym. Indoor flying has a lot of options. They range from rubber powered free flight to RC electric airplanes and the little helicopters I was just referring to. You can build your own or buy them ready to fly. Both Hobbico and E-flite have small planes ready to charge and fly for under \$100. I got mine from Tower Hobbies for \$79. Our club has two indoor events scheduled for this year at the Livonia Junior High Gym. The first one is December 4th from 1:00 to 4:00pm. The second is February 5th from 1:00 to 4:00pm. The event is free and is a good time to bring your kids or grand kids.

No excuses this year, keep those thumbs in shape so your first flight on that big winter project won't be its last!

Max

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!"

From the Middle Point RC Flyers, Murfreesboro, Tennessee

If something hasn't broken on your Helicopter, it's about to."

Tips and Tricks

The first tip is from Bill Womble who is repairing his Hangar-9 P-51D: Bill needed to repair a few cracks in the balsa skins of his airplane's wing near the root rib. He removed the flap servo, and realigned the pieces of balsa. Bill then reinforced the area by laying a piece of fiberglass drywall tape, adhesive side to the balsa, over the cracked area and drizzled CA onto the balsa and tape. This made a quick, effective repair.

The second tip is from an anonymous source: If you need an air scoop, use a portion of a plastic spoon. Glue it to the wing or fuselage, fair it in, and paint it to match the structure. Looks great!

Third tip: When repairing Coroplast airplanes, it is essential that all oils are removed from the surfaces to be glued. One method is similar to that used in repairing balsa airplanes—wipe down the surfaces with a degreaser, then wipe again with alcohol. This will remove 99% of the oils and glue will adhere to the surfaces. The best glue to use is a contact cement such as 3M's Super 77.

Fourth tip: The best way I am aware of to prevent your landing gear wheels from falling off the axles is to thread the axle and fix the wheel with an aircraft (self-locking) nut. It will not fall off!

—From *Flightplan, Flight Masters Model Airplane Club, Fort Smith Arkansas*

"You know that your landing gear is up and locked when it takes full power to taxi to the terminal."

At The Field

We had our annual Ladies Night Out on October 30th. We had 30 members and wives in attendance. We had the members from GVAM North in attendance as well. GVAM North was

the name Trevor, Joe, Phil and Bob gave themselves. They are float flyers from Rochester and joined the club this summer. Everyone enjoyed the meal and the evening. Carol Coye is doing extremely well after back surgery in late summer. We will be holding a retirement party for her cane next spring.

By the time you read this the canvases will be down and put away for the winter. The wind is still not giving us a break. We now have cold and windy. Pretty soon it will be cold white and windy.

When the weather cooled down our mower decided not to start. We didn't know if it was the cool weather (diesels do not like cold weather) or something more serious. Charlie took a heater to the barn and put a blanket over the engine and talked nicely with the mower. After about 15 min. he cranked it over and it started up and ran fine. Thanks again Charlie! That's what I meant about unsung hero.

While our mower was acting up, some one mowed the field with the Farmal and the reel mover. I would like to thank who ever it was.

I will not be ordering fuel this year. It was getting too hard to get enough to obtain a good price break. If someone else wants to become the club fuel fool I can help them to get started. I still have 2 gallons of Club fuel left. It is 15% Cool Power (the green stuff) with a Multi Viscosity Lube. The price is \$15.75 per gal.

If you do fly with the white stuff on the ground keep and eye out for snow snakes. They take the place of the plane eating trees during the winter.

Calendar of Events

12/4 Indoor flying from 1:00 to 4:00 at Livonia Junior High

2/5/11 Indoor flying from 1:00 to 4:00 at Livonia Junior High.



A photo of the group at Aces . The left side of the photo is the GVAM North group. I see Mark in the foreground. That must be the Helicopter table.



Carol Coye, Bill, Jim, Max with their wives.



Tom Sharp and Mark Smith and wives with John and Carol.



David Vogel, Susan, Charlie and Shirley. Joe Sommers is in the foreground.



Doug Goldberg and Dick Nowakowski discussing flying.



Jack Barker and Carol Coye enjoying the evening.



Charlie and yours truly relaxing after dinner.



Jim and Eric comparing notes on a warm Thursday evening.



Another shot at the helicopter table.



Bill Kegel on final at Canadice Lake.



Potential new members observing.



The Thursday night peanut gallery