

The Flight Box



Up to the minute weather at the airfield

Letter from the President

July 2016

Dog Days are upon us !!

Hello everyone.

Glad we did not have this weather during WOS.

Hope everyone is staying hydrated and being safe.

Not much to report this month, hope to meet with Summit soon and iron out some outstanding issues.

Hope to see you at the field soon.

Have a good summer.

~

Gary Jordan
RVRC President

Minutes of the General Membership Meeting

Meeting called to order: 7:00pm

- 17 members present, 0 junior member (s), 0 Associate, and 4 guests
- a quorum (17) *was* met

Guests:

- Previous Members
Carl Lorber

Rejoining Club Members:

- Joe Artusio, father of Andrew & John, and is retiring by the end of the year; needs something to fill more of his time since he's got a basement full of airplanes from when he used to be an active member from 1996-2003.
- Andrew Artusio schedule has been busy the last few years and is rejoining; working on ducted fan Jets.
- John Artusio, works with Jeff Stubs at Berglund Chevrolet, schedule has also been busy the last few years and is rejoining.

New Club Members:

- Dusty Tokotch, works at GE and moved here from Syracuse, N.Y., flew up north quite a bit a few years back in New York and is looking for a club to call home.

Announcements:

★ ***You must be a Member in good standing, aircraft labeled with FAA & AMA numbers, along with dues current with the AMA & RVRC to fly at RVRC's Airfield !!!***

-Membership databases have been updated, website as well as gate key. If you have any problems please email the BOD at board@rvrc.org

~ If your renewal was in before June 1st then you should have no issues including field access with your gate key.

★ Current membership is at 81 total members for fiscal year 2016-2017

Treasurer's Report

Prepared by Jim Bowen ~ RVRC Treasurer

Presented by David Vietmeier ~ RVRC Secretary as Jim was away on business travel

RVRC Treasurer's Report for Jun 2016

Prepared July 4, 2016

Checking Acc't	\$12,793.69
Money M'kt Acc't (as of June 30, 2016)	\$34,759.81
Total funds:	<u>\$47,553.50</u>

Income/Expense by Payee - June 2016

Checking Account	
6/1/2016 Beginning Balance	\$11,945.28

DEPOSITS

6/20/2016 Membership renewals	341.00
6/20/2016 W.O.S. pilots' landing and camping fees	420.00
6/20/2016 W.O.S. food vendor donation	40.00
6/20/2016 Regular W.O.S. raffle and 50-50 raffle	762.00
6/20/2016 W.O.S t-shirt sales	10.00
6/20/2016 RVRC t-shirt sales	165.00

TOTAL DEPOSITS	<u>\$1,738.00</u>
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EXPENSES

Payee:	
6/6/2016 Bill Morgan	58.05
6/16/2016 Lowell's Lawns, Etc.	540.00
6/16/2016 City of Salem	45.00
6/16/2016 City of Salem	47.04
6/16/2016 Crossroads Hobbies	199.50

TOTAL EXPENSES	<u>\$889.59</u>
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6/1/2016- 6/30/2016

FOR:	
Field map poster	
May mowing and trimming	
Monthly dumpster lease fee and pick-up	
Electric utility bill	
Items for W.O.S. raffle	

6/30/2016 Closing Balance	\$12,793.69
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Old Business:

-Wings Over Salem Event happened Saturday June 18th and it was a success !

(see additional new photos at end of newsletters ... provided by Chuck Gillespie)

▶ **Summit** was in attendance ~ sincere thanks to Dan Quinn for attendance to our event !

▶ Thank you to all the volunteers for their help ...

(Gate, Golf Cart, Registration, Raffle ~ Personnel)

▶ 38 Pilots attending during a great weather weekend

▶ NO safety incidents

▶ Any ideas for improvement for next year's event is welcome & encouraged !

-Field Vandalism occurred just after the WOS event on Sunday June 18th and our First Aid kit was pillaged along with drinks that were stolen from the refrigerator in the shed. Ronnie Howell's RV was broken into; a lot of RC planes and equipment was extensively damaged.

● Discussions were held on some remedies to discourage future incidents

● Installing field remote cameras and security stickers for deterrence at clubhouse

● Summit has told the BOD that they'll be installing cameras over at their building, which will have a view of the gate and pedestrian entry.

-Summit: Gary, RVRC's President, has received word back from John Milco, CEO of Summit, and has a **tentative date scheduled in late July** so that Board Of Director's can meet face to face and iron out some particulars.

-Early Warning Alert System (EWAS) we **HAVE** a coordination frequency from Summit (*the frequency for Summit's Unicom is 123.075*); now the microprocessor receiver can be programmed. Jim Bowen has purchased a Uniden BC356CRS Radio Scanner & has added a signal detect output to the receiver. We will need that to feed to the pattern recognizer which will in turn activate the alarm and strobe.

➔ **Approach Flight Pattern** we are waiting for a details on an approach vector and fly by from Summit's planned meeting so we, as a club, are aware of Summit's pilot's intentions.

➔ Summit's Flight Operations is bringing in a Cessna 182 as pilot transport vehicle and it will now be housed in the Hangar that Al James use to house his C182. This plane will frequent the field more often. **As a reminder when you see any FULL SCALE aircraft on approach please land immediately !!**

New Business:

-Don Pedersen is moving to Raleigh NC, since he's retired ~ he follows where his family goes due to a work transfers. Don wishes to express to the club, *"I've really enjoyed it at the Club and it's been a delight!"*

-Models of the Month:

-None Submitted

-Meeting Adjourned: 7:38 PM

**Let's keep in mind that it's Summit's land & we are stewards of their property.
It is a privilege to be here, therefore we need to respect their wishes and demands.**

-Items of Interest:

Newsletter Submission Date Change; Secretary has moved date to 2nd Monday of the Month preceding publication to enable an earlier and more timely distribution of the newsletter to the general membership. Office of the Secretary's goal is to have the Newsletter presented and posted to the website with in 7-10 days after the monthly General Membership Meeting.

-The creation of our [FaceBook Page](#) has now over 49 members strong and still growing. That's 11 new members over last month !! The BOD feels that highlighting club events along with club members aircraft builds, tips, tricks, and techniques is a positive support for our members, the sport and our hobby as a whole. Reminder this is a closed page and you must ask to join and Gary, Derrick, or David will admit you as they are Admin Users.

-Night & Day Fun Fly's – if you have dates or types / styles of fun fly's please start a forum post on RVRC's website & [FaceBook Page](#) and please notify [Board via email](#) of your interest.

-FAA registration of our members **is required**, ***ALL*** members should be registered at www.faa.gov/uas/registration . Once registered pilots will receive a Federal registration number that is to be placed on or within aircraft over 250 grams (0.55 lbs.). Members are encouraged to continue placing their AMA numbers on their aircraft as well. Members only have to register once, they do not have to register each unique aircraft. The FAA requires registration regardless if you fly a multi-rotor, helicopter, fixed wing, or any other type of radio control model aircraft that uses a ground control system with a communication link, such as a transmitter.

-Renewals for year 2017-2018 ~ BOD will be planning on implementation of payments on-line via PayPal and renewal registration & new member registration on our RVRC's website. BOD is currently in planing and development stage of this undertaking, however it is our goal to have this in place and ready for implementation for next March / April time frame.

Safety Highlights:

-Safety Committee Reports:

- ▶ **It doesn't matter if anyone gives you permission to fly and they're on the field DO NOT FLY as this is a liability issue !**
- ▶ *From RVRC's Safety Code ... section **VI. GENERAL***
 - M.** *If a member is found to be in repeated violation of the AMA and RVRC Safety Codes, the member shall, at the discretion of the Board, having flying privileges restricted and/or brought before the general membership for a vote on expulsion from the Club.*
 - N.** *The field is normally open for flying every day of the week except Sunday morning. No powered models may fly until after 12:00 noon on Sundays only. Other scheduled events may close the field to general flying. Every effort will be made to give the RVRC membership advance notice of the field closing for whatever reason.*
 - O.** *Flying is to cease when the lawn service is mowing the field or the hay cutters are inside RVRC's normal operating area.*
- ▶ **This applies to any persons on the airfield during all times !!**

-First Aid Kit

- ★ We want everyone to be safe ... and *please* by all means use the items that you require for minor First-Aid but *please* let a Board Member and the Safety Committee know if something is used so that we can replenish it and have it available for the next member.

-Discussions were held on field improvement:

- * Something to be done for reduction of dust under canopies.
- * Additional Canopies to be put at West end of field by single canopy.
- * Paved runway improvements ~ repair cracks & dips in order to make it more level.

Safety Highlights (con't):

- **Do not** use DSM2™ receivers in your aircraft !
- Be mindful of spectator's locations and their safety at ALL times.
- All members *please* review the [Safety Code](#) (**WEBSITE HYPERLINKS IN BLUE**) in its entirety.

★ We've had many members ask, who have been at the airfield during the week mid-day ... so *please* review the above link as it is stated what the proper procedures are to be followed in certain cases !

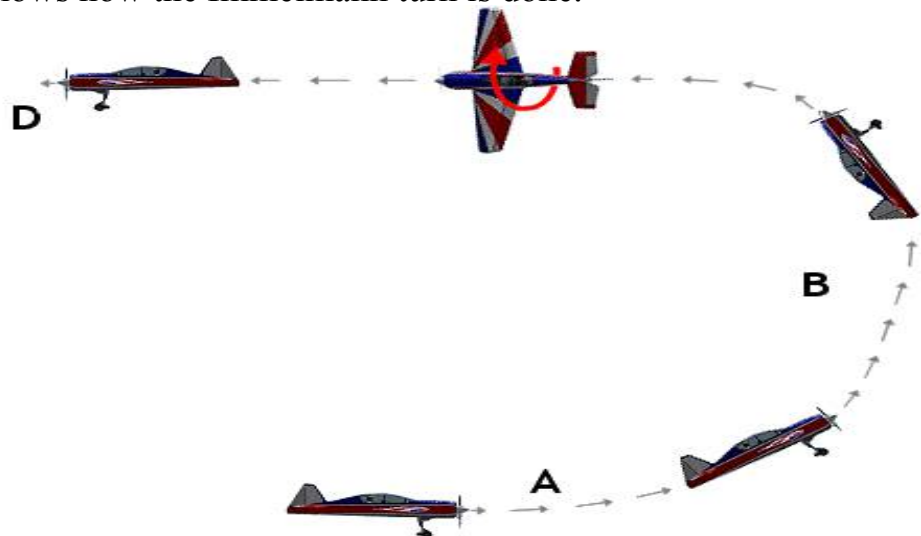
★ If there is **ANY full scale aircraft or personnel on the field then there is to be NO R/C FLYING AT ALL !!!!** This includes: Summit personnel, Mowing Crews, Salem Utilities, Salem Waste Disposal and dump truck, Port-A-John personnel and tanker truck. *It doesn't matter if they give you permission to fly and they're on the field DO NOT FLY as this is a liability issue.*

▶ **Large War-Birds and Jet Pilots especially** , but all pilots should, start practicing using an Immelmann Turn at the East End of the Field and Runway strip. This should be performed now so as to keep all R/C Aircraft away from the Cessna C182 Hangar and away from ALL buildings.

▶ If you don't know how to perform this maneuver ... it is explained below:

- Fly the plane straight on level flight **Step A**
- Start with 90 degree half-roll climb up using up-elevator until the plane is head back to the opposite direction **Step B**
- Keep the plane in straight and level inverted flight.
- Half-turn the plane to a normal flying position using aileron, you will now be heading opposite to the first direction but gaining higher altitude. **Step D**

➤ This picture shows how the Immelmann turn is done.



➤ **Pro Tips:**

- * When you are comfortable with this maneuver, start matching the speed of the half roll to the height of the half loop . If your roll is short, slow down the half roll to add symmetry to the two components.
- * A tight half loop will make the maneuver much smaller but will provide greater exit speed!

Tidbits from the Secretary

Members,

I wish to add some insight into this sport and hobby we all love and ask for your insight as well ... not just in modeling but education also. We have a rich history in this club as it has been in existence over four decades. We have many members with talents and varied experience that I ask for those individuals if they remember instances of positive and remarkable things that have happened in our club history to please share them for submission in our Newsletter.

Sincerely, David Vietmeier

Members did you know ...

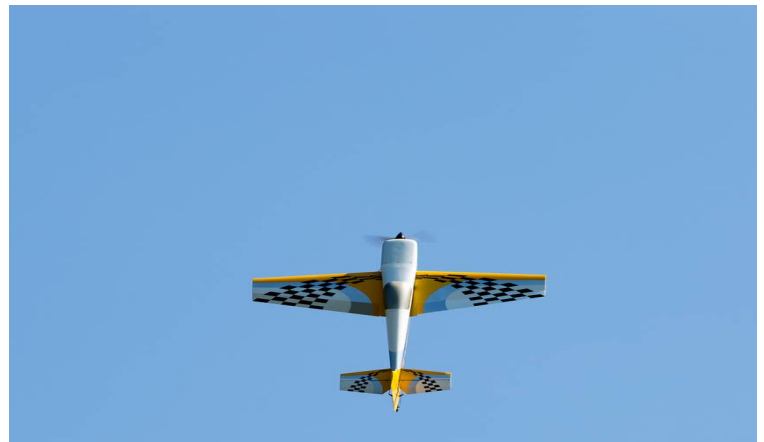
On July 17, 1962 the Number 3 North American Aviation X-15, #56-6672, was airdropped from a Boeing NB-52A Stratofortress, #52-003, over Delamar Dry Lake, Nevada. Air Force project test pilot Major Bob White was in the cockpit. This was the 62nd flight of the X-15 Program, and Major White was making his 15th flight in an X-15 hypersonic research rocketplane. The purpose of this flight was to verify the performance of the Honeywell MH-96 flight control system which had been installed in the Number 3 ship. Just one minute before drop, the MH-96 failed, but Major White reset his circuit breakers and it came back on line. After dropping from the B-52's wing, Major White fired the X-15's Reaction Motors XLR-99 rocket engine; began to accelerate and climb. The planned burn time for the 57,000-pound-thrust engine was 80.0 seconds. It shut down 2 seconds late, driving the X-15 well beyond the planned peak altitude for this flight. Instead of reaching 280,000 feet, Major White reached 314,750 feet. The rocketplane reached Mach 5.45, (3,832 miles per hour). Because of the increased speed and altitude, White was in danger of overshooting his landing at Edwards Air Force Base in California. He crossed the north end of Rogers Dry Lake and crossed the "high key"—the point where the X-15 landing maneuver begins—too high and fast at Mach 3.5 at 80,000 feet. Without power, White made a wide 360° turn over Rosamond Dry Lake then came back over the high key at a more normal 28,000 feet and subsonic speed. He glided to a perfect touch down, 10 minutes, after being dropped from the B-52. This was the first time that a manned aircraft had gone higher than 314,750 feet. It was also the first flight above 50 miles. For that achievement, Major White became the first X-15 pilot to be awarded U.S. Air Force astronaut wings.



-Event photos from Wings Over Salem 7 event



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Roanoke Valley Radio Control, Inc.

Board Officers

Gary Jordan	588-9969	President
Derrick Smith	(832) 472-5636	Vice-President
Jim Bowen	389-4243	Treasurer
David Vietmeier	314-8421	Secretary & Newsletter Editor

Board Members

Bruce Davidson	384-6760	Member at Large
Richard Alexander	204-8767	MAL & Safety Chair

Committee Chairs

Bill Morgan		Field Maintenance Chair
Jeff Stubbs	cd@rvrc.org	Contest Director
Mike Fetz		Safety Committee Member

\Flight Instructors please contact the Board at: board@rvrc.org

The RVRC holds regularly scheduled meetings on the 1st Monday of each month at the field in Salem.

Submissions to the newsletter are welcome & encouraged—especially any tips or hints to help fellow modeling enthusiasts. Items wanted to buy, or for sale, are also welcome.

Please mail information to:

RVRC
Office of the Secretary
P.O. Box 241
Salem, VA. 24153

Or send your correspondence electronically to:

secretary@rvrc.org

DEADLINE IS THE 2nd Monday OF EACH MONTH PRECEDING PUBLICATION

**Next RVRC meeting Monday, *August 1st, 2016,*
at 7PM ~ RVRC Clubhouse & Airfield**

Up to the minute weather at the airfield