

The Flight Box



Up to the minute weather at the airfield

Letter from the President

August 2016

I would like to remind everyone who flies at the field to be very cognizant of flying over the east end of the field. On Saturday and Sunday, August 7th & 8th, we had complaints from Salem PD about people flying to far over the east end.

***PLEASE BE AWARE OF WHERE YOUR
AIRCRAFT IS AT ALL TIMES***

It is your responsibility as a pilot to control your plane. Everyone who flies at our field should know by now where the boundaries of the field are located. I will start monitoring this situation. I was on the field Saturday and did not believe the pilot was over any housing. Over the river yes.

I plan on crossing the river and watching from that side as it may be a case of a disgruntled homeowner who is going to complain every time he sees a plane. AS ALWAYS, we need to watch where we are flying.

We are planning on our usual Labor Day picnic on Monday, September 5th, food will be served at 2PM, and as this is the first Monday of the month, we will move the September General Membership Meeting to Monday the 12th.

~

Gary Jordan
RVRC's President

Dispatch



Up to the minute weather at the airfield

Note from the Vice-President

August 2016

All Members,

I'm disappointed in our lack of paying attention to the east end! In reference to the following infraction against our By-Laws & Safety Code. We now have a case report with the Salem City Police Department that I will have to follow up on, case number 7016-3117 for public records. We all know the rule of not crossing that east tree line, that's where the river meets the area at the end of the paved runway! A concerned home owner is pursuing to take this case to Salem City Council!

To reiterate & clarify per our President's comment, "Everyone who flies at our field should know by now where the boundaries of the field are located." but for those that don't please see below ...

Per our club's **Safety Code in section:**

III. FLYING

A. "NO OVERFLIGHT" zone exists east of the Roanoke River in an area bounded by an extension of the edge of the runway on the pilot's side and the closest edge of the Timber Truss runway eastward into the residential area on the other side of the river.

In simplest terms, do not penetrate the vertical plane extending upward from these lines on the east side of the river. Past violations over the "No Over-flight" area has resulted in complaints and several visits by the Salem police.

please ... Please ... PLEASE people - comply with **RVRC's Safety Code** as the BOD does not want to implement Section 6, Paragraph M on any member but will do so if required !!

~

Derrick Smith
RVRC's Vice-President

Minutes of the General Membership Meeting

Meeting called to order: 7:00pm

- 17 members present, 0 junior member (s), 0 Associate, and 3 guests
- a quorum (17) **was** met

Guests:

- Curtis Shields, lives in Blacksburg and has been in the sport about 18 months and is flying all electric. Looking to learn & get any advice from our club's vast knowledge.



- Danny, and his son Charlie, Wright a (cousin of Ronnie Howell) have finally taken the plunge to be a member this year ... & Charlie was able to join as a youth for a single dollar !



July's New Club Member photo included:

- 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.



★ *Please give them all a hearty welcome the next time you see them at the field*

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 !!!***

-War-Birds Over Salem 2016

Discussions were held over having another fly in event in late October.

★ See attached flyer at end of newsletter

★ Don Fulcher agreed to be the Contest Director for this event ... if you have any ideas please let Don and Derrick know of your recommendations so they can be implemented !!

-RVRC's Annual Labor Day Picnic & Fun-Fly 2016

• Everyone we will be serving food at 2PM, the club will provide meat & drinks and we ask that all members please bring a side dish or a dessert dish – enough to feed yourself / family and someone else's.



Treasurer's Report

Prepared by Jim Bowen ~ RVRC's Treasurer

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

A verbal reconciliation was given to the General Membership at the meeting but a formal report was not ready for publication and will be included in next month's newsletter.



Old Business:

-Discussions being 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.

➔ If you have any concerns or ideas please bring them to Bill Morgan

-Summit: Gary, RVRC's President, has received word back from John Milco, CEO of Summit, and has a ***tentative date scheduled in late August*** 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. ***UPDATE*** Jim met with Mr. Quinn and he was pleased with his progress on the warning system and the BOD's is proceeding with the procurement of the rest of the items to make it completely functional.

➔ **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:

-Voted in new members , from the months of July & August, and returning members were unanimously voted in and welcomed.

★ Current membership is at 77 total members for fiscal year 2016-2017

-Models of the Month:

-Dave Crouch ... Presented an Icon West Kit that he received from Doug Barnett

SPECIFICATIONS:

Wingspan: 102 in

Weight: approximately 15 lb.

Covering: Cloth ~ Solartech

Power Plant: Zenoah G-38

Prop: 18x6

Dave said that he maiden the plane on the afternoon of July 31st, and it flies like a dream !

★ Nice job on the model and graphics !!



-Meeting Adjourned: 7:48 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 53 members strong and still growing. That's 9 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.

★ *Please understand this is a work in progress for the renewals ~ we are trying to make it easier for you*

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 gas or glow 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

-Fire-extinguishers

- ★ We are getting the 5 & 10 pound extinguishers recharged as they were discharged during the recent vandalism last month ~ want everyone to be safe ... and *please* by all means let a Board Member and the Safety Committee know if something used for the health and well being of our members needs to be corrected.

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 !

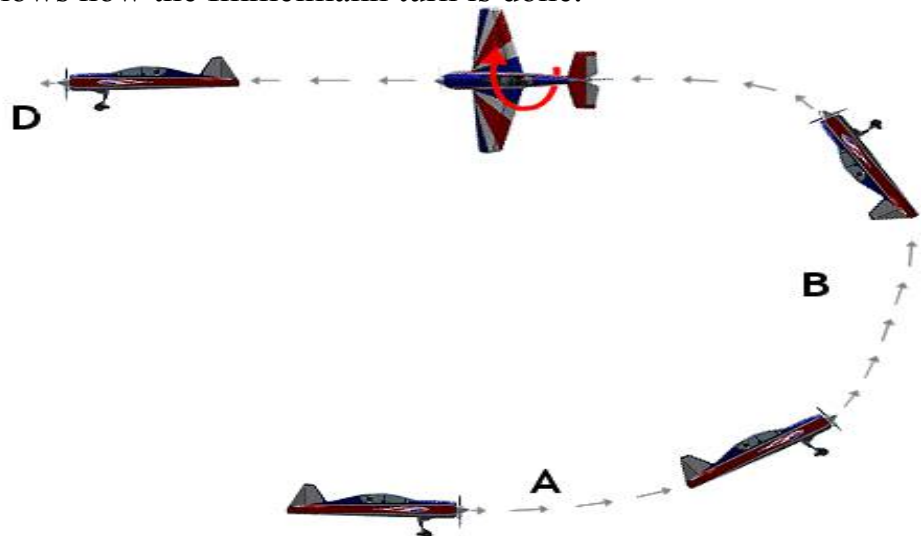
★ If there is **ANY full scale aircraft or personnel on the field then there is to be NO R/C FLYING AT ALL !!!!** This includes: Summit personnel, Mowing Crews, Salem Utilities, Salem Waste Disposal and dump truck, Port-A-John personnel and tanker truck. *It doesn't matter if they give you permission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

by, David Vietmeier

Members did you know ...

On August 8th, 1946: At Fort Worth, Texas, the Consolidated-Vultee Aircraft Corporation XB-36 prototype, #42-13570, made its first flight. Convair test pilots Beryl Arthur Erickson and G.S. "Gus" Green, along with Chief Flight Test Engineer James D. "J.D." McEachern, were in the cockpit and six other crewmembers were aboard. The crew had been ready to take off at 5 a.m., but they didn't get their release until noon. The Texas summer temperature was 100° F, but inside the cockpit, the temperature was 140° F. The engines were overheating and the oil pressure was low. When they pushed the throttles forward, the XB-36 accelerated smoothly and lifted off at 110 knots. Erickson said, "The XB-36 controlled nicely in the takeoff run and in the transition to steady climb. We flew conservatively with the gear down. The flight was uneventful and lasted thirty-eight minutes." The B-36 was the largest and heaviest airplane built up to that time. It was designed as a long-range heavy bomber, able to reach targets on the European continent from the United States and return, should England fall to Nazi Germany during World War II. With the end of the war, its purpose was changed to that of a long range strategic bomber, carrying large nuclear weapons that weren't even imagined when the design process had begun. The XB-36 had a wing span of 230 feet, nearly 90 feet longer than that of the B-29 Superfortress that it would replace. It was 162 feet, 1 inch long and 46 feet, 8 inches to the tip of the vertical fin. The prototype's empty weight was 131,740 pounds and it had a maximum gross weight of 276,506 pounds. The XB-36 was powered by six 4,362.49 cubic-inch-displacement air-cooled, supercharged, Pratt & Whitney Wasp Major TSB1P-G (R-4360-25) 28-cylinder four-row radial engines, with a normal power rating of 2,500 horsepower at 2,550 r.p.m. to 5,000 feet, and 3,000 horsepower at 2,700 r.p.m. for takeoff. They were mounted inside the wings. The engines were arranged in a "pusher" configuration with intake and cooling air entering through inlets in the wing leading edge. They drove three-bladed propellers with a diameter of 19 feet through a 0.381:1 gear reduction. The R-4360-25 was 52.50 inches in diameter, 109.75 inches long and weighed 3,483 pounds. The airplane's maximum speed was 346 miles per hour and cruising speed was 216 miles per hour. It had an estimated range of 9,500 miles with a 10,000 pound bomb payload.





WARBIRDS OVER SALEM 10/22/2016



350FT ASPHALT RUNWAY
600FT GRASS RUNWAY
CANOPIES WITH ELECTRIC
OUTLETS

PORTA POTTY'S ON SITE

BRING YOUR WARBIRD AND COME FLY WITH US

NO LANDING FEE

50/50 RAFFLE
TROPHIES FOR BEST OF SHOW
FOAMY ELECTRIC BATTLE TO THE DEATH
FOOD VENDER PRESENT
PILOT MEETING AT 10AM
MUST HAVE AMA



SALEM
WANTS
YOU!

PLEASE RSVP: STAFF@RVRC.ORG
WWW.RVRC.ORG OR [FACBOOK RVRC.ORG](https://www.facebook.com/RVRC.ORG)
(540)628-8869 VICE PRESIDENT

Roanoke Valley Radio Control, Inc.

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

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| | | |
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| 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, **September 12th, 2016,**
at 7PM ~ RVRC Clubhouse & Airfield

Up to the minute weather at the airfield