

The Flight Box



Up to the minute weather at the airfield

Letter from the President

January 2017

So onto a new year we roll !

It appears that Summit is up and operating in their new building and we have seen a few flights come and go.

I am looking forward to the coming year; we still have the 2 main events on schedule, maybe we can throw a fun fly in as well ?

I would like to thank Bruce Davidson for his time on the Board Of Directors these past seven years and welcome Don Hepler as his replacement.

Looking forward to the coming year, hope to see you out there.

~

Gary Jordan
RVRC's President

Dispatch



Up to the minute weather at the airfield

Note from the Vice-President

January 2017

GREETINGS,

***I'M LOOKING FORWARD TO A
WONDERFUL FLYING SEASON AHEAD. I
HAVE BIG PLANS COMING FOR THE
WARBIRDS EVENT THIS YEAR IF WE
ALL CHOOSE TO TRY IT AGAIN.***

***I'M WORKING ON GETTING INVOLVED
WITH THE FREEDOM TOUR OVER
ROANOKE AGAIN THIS YEAR ALONG
WITH THE 8TH AIR FORCE GROUP AS
THEY ARE TRYING TO GET "FIFI" THE
FLYING B-29 TO ATTEND THIS YEAR!
DATES ARE YET TO BE DETERMINED OR
ANNOUNCED.***

~

Derrick Smith
RVRC's Vice-President

Minutes of the General Membership Meeting

Meeting called to order: 7:00pm

- 19 members present, 0 junior member (s), 0 Associate, and 0 guests
- a quorum (19) was met

Guests:

- none

Reminders:

- ★ **You must be a Member in good standing, aircraft labeled with FAA & AMA#'s, along with dues current with the AMA and RVRC to fly at RVRC's Airfield !!!**
- ★ **REMEMBER THAT YOUR AMA Membership expired at the end of December, however this year the AMA has some members that their expiration terminates on the 31st of March. Also, if you haven't *renewed by the end of January* with the AMA you will be: ISSUED A NO FLY until you present the BOD's a valid AMA card. The club roster is being updated and will be available on the website in February of members by name only.**
- ★ **THERE IS A NEW FIRE EXTINGUISHER IN THE SHED & RESTOCKED FIRST-AID KIT**
- **Dan Quinn with Summit has hung NO TRESPASSING signage, due to our recent event with the outside gate key reader from a stranger in a RV entering our open gate during the Labor Day Cookout Festivities, which demolished the post and reader. And along with with the recent vandalism during the weekend of Wings Over Salem has lead Summit to hang signage on the exterior of the fence. There is to be NO ONE ON THEIR LAND with out the express consent of Summit and we are to remind people that if they are not a club member that this is private property and they need to vacate the premise. If you do see someone please be courteous and explain to them that with the previous owners this land use to have a public access but due to the vandalism of recent that this is no longer the case.**

New Business:

-Nomination Committee reported; the elections of club officers for 2017 are:

- ★ PRESIDENT ~ Gary Jordan
- ★ VICE-PRESIDENT ~ Derrick Smith
- ★ SECRETARY ~ David Vietmeier
- ★ TREASURER ~ Jim Bowen
- ★ SAFETY CHAIR & Member-At-Large ~ Richard Alexander
- ★ Member-At-Large ~ Don Hepler
- ★ Past Mr. President ~ John Alexander

- ★ A large thank you to Dallas Jarrell and Bob Davis, for their relentless effort to find members to fill the voids. Since a quorum was present the elections were held, thanks to all who attended.

-Renewals for year 2017-2018 ~ David & Jim are working on implementation of payments on-line via PayPal for renewal registration & new member registration on our RVRC's website. The Treasurer & Secretary are in the development stage of this undertaking, however it is our goal to have this in place and ready for implementation for April 2017 time frame.

- ★ *Please understand this is a work in progress for the renewals ~ we are trying to make it easier for you in the future ... hoping to have this launch in April
STAY TUNED ... DETAILS TO FOLLOW*

Announcements:

- ★ **BY-LAWS and SAFETY CODE** *has been UPDATED on website & in hard copy !!*

- ★ ***Model aircraft may be flown every day of the week with the exception of Sunday mornings until 12 noon during such time no internal combustion engine powered aircraft are to be flown.***

- ★ Renewal Forms and New Membership Forms have been updated on the website under the Membership Information tab on the Home page.

-Field Clean Up Day in March ... Date to be announced during our February General Membership Meeting.

Treasurer's Report

Prepared by Jim Bowen ~ RVRC's Treasurer
for the month of
December

RVRC Treasurer's Report for December 2016
Prepared January 2, 2017.

Checking Acc't	\$5,692.63
Money M'kt Acc't (as of Dec 31, 2016)	<u>\$34,765.05</u>
Total funds:	\$40,457.68

Income/Expense by Payee - Dec 2016

Checking Account	
12/1/2016 Beginning Balance*	5,926.99

DEPOSITS

12/8/2016 From Commando Supply, 1/2 share of bounce house cost	88.74
12/8/2016 Name tag for Bob Davis	3.00

Deposits, total	<u>\$91.74</u>
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EXPENSES

Payee:		FOR:
12/24/2016 Lowell's Lawns, Etc.	270.00	Nov. mowing and trimming
12/24/2016 City of Salem	10.00	Monthly dumpster lease fee
12/24/2016 City of Salem	46.10	electric utility bill

TOTAL EXPENSES	<u>\$326.10</u>
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12/31/2016 Closing Balance	\$5,692.63
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Old Business:

-Discussions being held on field improvement:

- Something to be done for reduction of dust under canopies.
- Additional Canopies to be put at East end of field by single canopy.
- Paved runway improvements ~ repair cracks & dips in order to make it more level.
 - ➡ David Vietmeier is working with a sister company of his employer that specializes in highway work for recommendations and quotes. David has a meeting scheduled in February for runway site evaluation.
 - ➡ If you have any concerns or ideas please bring them to Bill Morgan
 - ➡ SUMMIT agrees with our field improvements and gives their blessing to proceed ~ all they as is advanced notification before activities begin

-Early Warning Alert System (EWAS): REMINDER:

➡ Jim Bowen reports that: The Aircraft Warning Alert System (AWAS) is now installed and functioning at RVRC's airfield and logging properly.

- When an incoming manned aircraft pilot triggers the system by radio, a flashing red beacon light is illuminated. The beacon is located on a pole at the fence beside our RVRC runway. The beacon can be activated any time of the day or night and will continue to flash for ten minutes once triggered. If the system is re-triggered while the beacon is flashing, the timer is re-set to end ten minutes past the latest re-triggering, extending the beacon time.
- During the day, from about 8:00 AM local time until a few minutes after sundown, an audible alert is also triggered at the field when the beacon is triggered. The audible alert is an alternating high-low tone that lasts for 15 seconds, is silent for 45 seconds, recurs for 10 seconds, is silent for 50 seconds, recurs for 10 seconds, then remains silent, unless the system is re-triggered.
- The beacon and audible alerts tell our model aircraft flyers to land immediately, as a manned aircraft is approaching with intention to land. We hope this system will improve safety at the field. Our members must remain vigilant for manned aircraft, however, because not all the Summit helicopters have radios. Our members need to land immediately whenever a manned aircraft approaches the field, whether or not the AWAS system is activated.
- The system also keeps a log of the times of the alert events, to help in diagnosing any problems that may occur.
- **Approach Flight Pattern** we have details on an approach vector and fly by from Summit's meeting ~ details are that Summit's pilot's intentions:
Circle the field, signaling the AWAS, then come in for approach from the South to the West ... meaning we need to land our R/C aircraft ASAP !!
- ➡ 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 !!*

-Models of the Month:

None submitted for presentation ...

... HERES A HOBBY TIP FOR YOU GAS ENGINE GUYS ~

DLE Engine Throttle/Choke Setup: Tips & How-To's

-Meeting Adjourned: 7:26 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.**

-Summit Helicopters, has confirmed that operations will be in full swing by December of 2016 however, they may not be completely moved in the facility across from our clubhouse during that time. They have had their Certificate of Occupancy as of the end of September.

REMEMBER there will be a lot more activity out here and on the flight line.

REMINDER ~ IF YOU SEE A BIRD OF ANY KIND (PLANE OR HELICOPTER) OR IF YOU SEE ANY PEOPLE ** DO NOT FLY !!!

♦ **PER THE PRESIDENT & THE BOARD OF DIRECTORS**,
have mandated that we do not want to put an aircraft down
anywhere near Summit's employees nor their equipment !!

-Items of Interest:

-The creation of our [FaceBook Page](#) has now over 68 members strong and still growing. 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 & our hobby as a whole. The President, Vice-President, & Secretary 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.

★ Question was raised about FAA renewals ~ you will be notified from the FAA every 3 years.

Safety Highlights:

★ **By-Laws and Safety Code has been UPDATED in January on website and in hard copy !!**

-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. Model aircraft may be flown every day of the week with the exception of Sunday mornings until 12 noon during such time no internal combustion engine powered aircraft are to be flown. 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

★ Due to recent events at our field we are moving the First Aid kit to the Shed under lock ... all members should have combination to the shed; if needed please see a Club Officer

★ 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

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 !

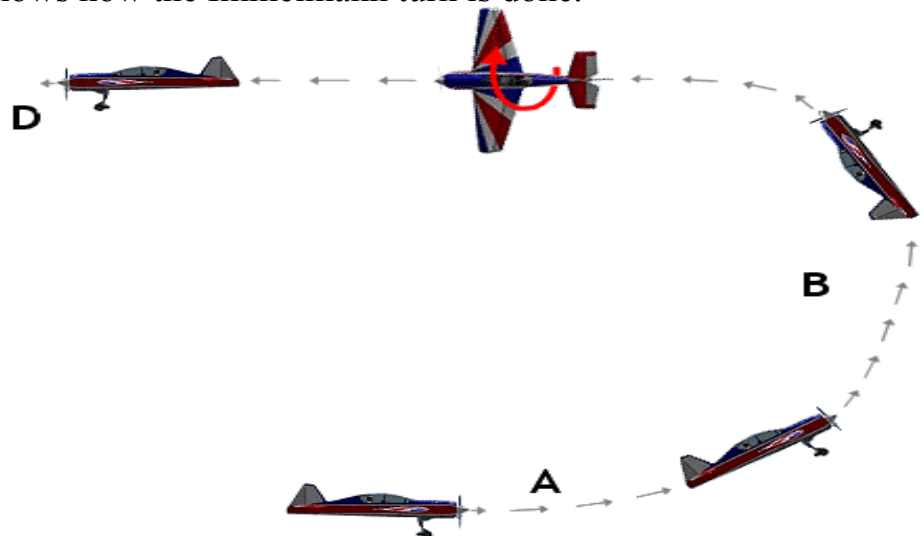
★ If there is ANY full scale aircraft or personnel on the field then there is to be NO R/C FLYING AT ALL !!!! This includes: Summit personnel, Mowing Crews, Salem Utilities, Salem Waste Disposal and dump truck, Port-A-John personnel and tanker truck. *It doesn't matter if they give you permission to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

Members,

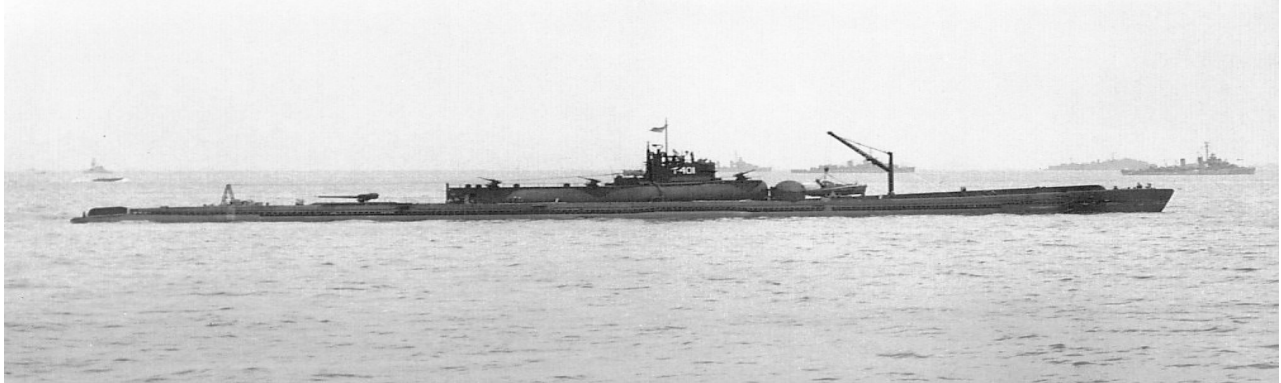
I wish to add some insight into this sport and hobby we all love and ask for your insight as well ... not just in modeling but education also. We have a rich history in this club as it has been in existence over four decades. We have many members with talents and varied experience that I ask for those 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

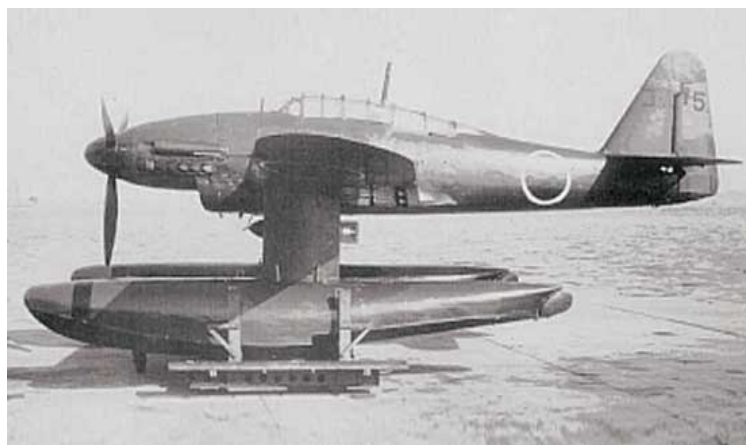
Members did you know ...

It is remarkable to see the advancement in technology, industry, and creativity that wartime brings. Here's something that Derrick Smith brought to us for submission.

From the late 1920s, the Imperial Japanese Navy had developed a doctrine of operating floatplanes from submarines to search for targets. In December 1941, Commander-in-Chief of the Japanese Combined Fleet, Admiral Isoroku Yamamoto, proposed constructing a large fleet of submarine aircraft carriers (designated STo-) whose purpose was to mount aerial attacks against American coastal cities. The I-400 Sentoku Class Submarine aircraft carrier of Imperial Japanese Navy would surface to launch their aircraft by catapult, submerge to avoid detection, then surface again to retrieve the aircrews who would ditch their planes nearby. By June 1942, the plan was to build a fleet of eighteen such subs. This was later cut to nine, then five and finally just three as Japan's wartime fortunes declined.



To equip the submarine aircraft carriers, the Imperial Japanese Navy Air Service requested that Aichi design a folding attack aircraft with a range of 1,500 km (810 nmi) and a speed of 555 km/h (300 kn). Aichi was already manufacturing under license, the D4Y1 Suisei (Judy), a relatively small single-engined carrier dive bomber with exceptionally clean lines and high performance. Detailed engineering studies commenced in an effort to modify the Susei for use aboard the I-400 submarines but the difficulties in doing so were eventually judged insurmountable and a completely new design was initiated.



**General characteristics of the M6A1 Seiran
Special Attack Bomber, only 18 built**

Crew: 2

Length: 38 ft 2¼ in

Wingspan: 40 ft 2¾ in

Height: 15 ft ⅜ in

Wing area: 291 ft²

Empty weight: 7,277 lb

Loaded weight: 8,907 lb

Maximum takeoff weight: 9,800 lb

Powerplant: 1 × Aichi Atsuta Type 31 liquid-cooled, inverted V12 cylinder, 1,400 hp

Performance:

Maximum speed: 256 knots, (295 mph) at

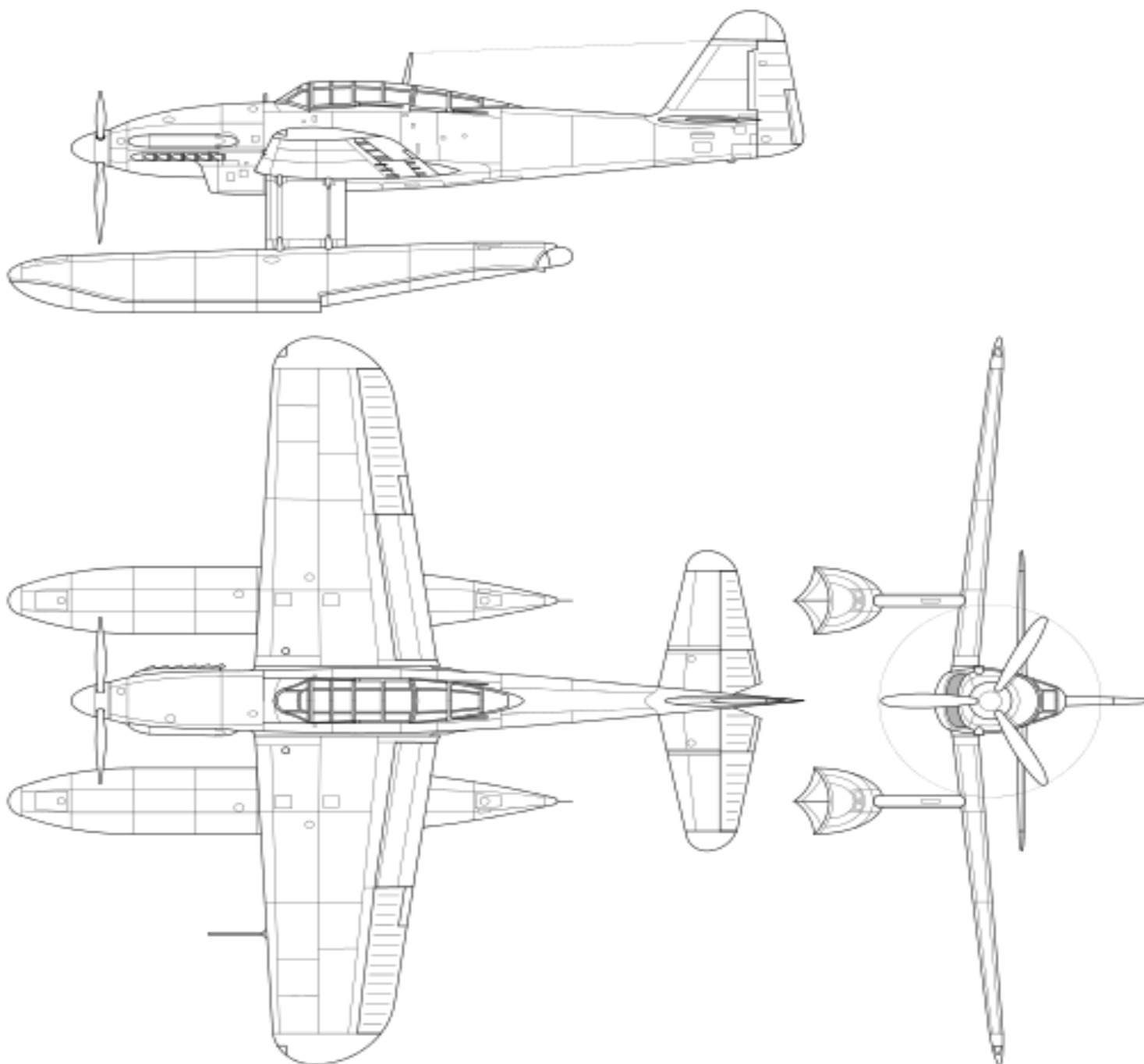
17,060 ft; Cruise speed: 160 knots (184 mph)

at 9,850 ft; Climb to 9,850 ft in 5 min 48 sec

Range: 642 nmi, (739 mi) Service ceiling: 32,500 ft Wing loading: 30.6 lb/ft²

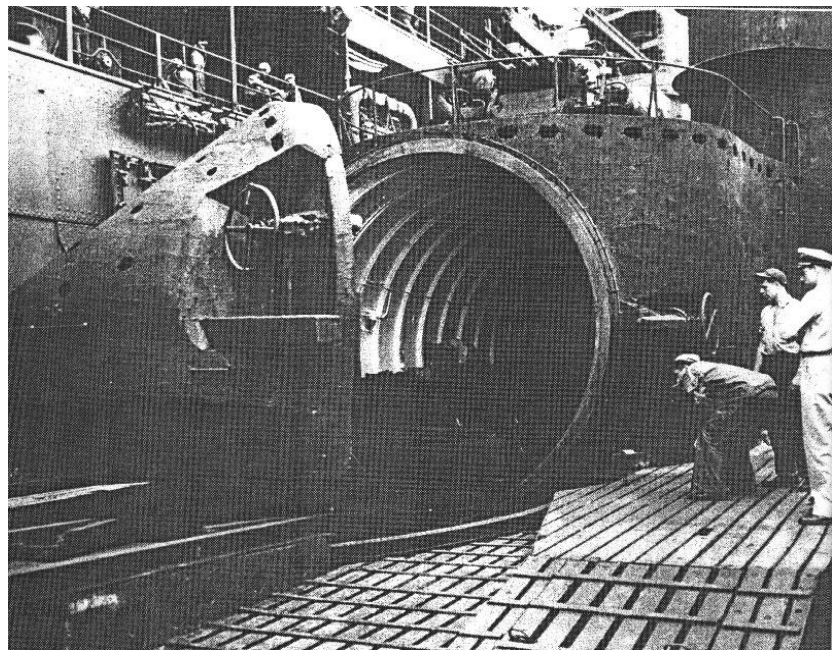
Armament: Guns: 1× 13 mm cabin-mounted Type 2 machine gun

Bombs: 1× Type 91 torpedo or 2× 551 lb or 1× 1,874 lb bombs



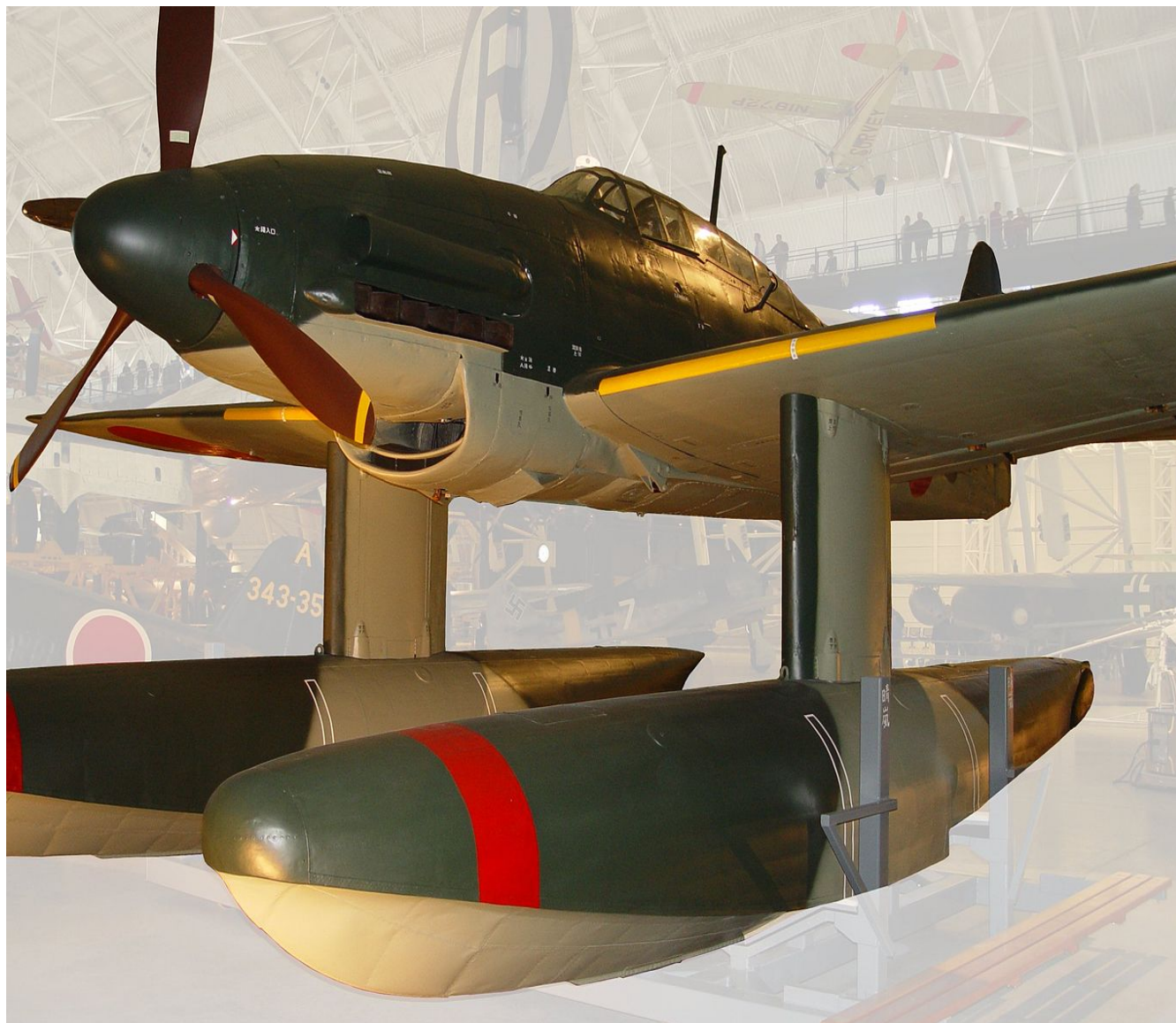
Aichi's final design, designated AM-24 by Aichi and given the military designation M6A1, was a two-seat, low-winged monoplane powered by a 1,410 hp Aichi AE1P Atsuta 30 engine (a licence-built copy of the Daimler-Benz DB 601 liquid-cooled V12 engine). The original specification dispensed with a traditional undercarriage but it was later decided to fit the aircraft with detachable twin floats to increase its versatility. If conditions permitted, these would allow the aircraft to alight next to the submarine, be recovered by crane and then re-used. The floats could be jettisoned in flight to increase performance or left off altogether for one-way missions. The Seiran's wings rotated 90 degrees and folded hydraulically against the aircraft's fuselage (with the tail also folding down) to allow for storage within the submarine's 11 ft. diameter cylindrical hangar. Armament was a single 1,870 lb. torpedo or an equivalent weight in bombs. One 13 mm (0.51 in) Type 2 machine gun was mounted on a flexible mounting for use by the observer.

As finalised, each one of the [I-400 class submarine](#) had an enlarged watertight hangar capable of accommodating up to three M6A1s. The Seirans were to be launched from an 85 ft compressed-air catapult mounted on the forward deck. A well-trained crew of four men could roll a Seiran out of its hangar on a collapsible catapult carriage, attach the plane's pontoons and have it readied for flight in approximately 7 minutes.



In order to shorten the launching process and eliminate the need for time-consuming engine warm-ups, the Seirans were to be catapulted from a cold start. This necessitated heating the engine oil for each plane to approximately 60 °C (140 °F) in a separate chamber and pumping it, as well as hot water, through the engine just prior to launch while the planes were still in the hangar. In this way, the aircraft's engine would be at or near normal operating temperature immediately upon getting airborne. The idea was borrowed from the Germans who planned on using a similar launch method for the aircraft of their unfinished carrier Graf Zeppelin.

The new submarines and aircraft were assigned to the 1st Submarine Flotilla, comprising the two STo submarines, the I-400 and the flagship I-401, each carrying three Seirans together with two type AMs, the I-13 and I-14. The 1st Submarine Flotilla commenced training with the Seirans in January 1945, the crews gradually learning how to handle the submarines and aircraft. Launching all three Seirans took longer than expected: 30 minutes if floats were fitted, although this could be reduced to 14.5 minutes if the floats were not used.



Roanoke Valley Radio Control, Inc.

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

Richard Alexander	204-8767	Board Members	MAL & Safety Chair
Don Hepler	597-7670		Member At Large

Bill Morgan		Committee Chairs	Field Maintenance Chair
Mike Fetz			Safety Committee Member

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

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

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

DEADLINE IS THE 2nd Monday OF EACH MONTH PRECEDING PUBLICATION

Next RVRC meeting Monday, February 6th, 2017,
at 7PM ~ RVRC Clubhouse & Airfield

Up to the minute weather at the airfield