



WRCC

News
June
2010

Publication of the Wichita Radio Control Club

AMA Club 316
IMAA Chapter 371

2010 Club Officers

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Inside this issue:

Notes from the President...	1
June Meeting Preview.....	1
Safety Matters.....	2-3
New Chapin Map.....	3
IMAA Event Flyer.....	4
May Meeting Notes.....	5-6
Newsletter Submissions.....	6
Found on the Web.....	6

Read your newsletter
online at
www.wichitaradiocontrolclub.org

Notes from the President

By Terry Grimes

Yea summers here.... when it gets to 90+ degrees in Kansas you know it for sure. The weather has been a challenge this year with all the water, wind, and now the humidity. Oh well that's Kansas. Keep on flying, but be careful of the sun and be sure to stay hydrated.

I would like to throw out a challenge to all members --- grab your cameras and when you are out flying take some photos and then e-mail them to me and we will get some of them into the newsletter each month. Heck, we may even give out some prizes for the best of the best photos later this year.

Also please remember the flying fields don't maintain themselves. Get with your vice president Marvin Blankenship to volunteer to help... and to those who have been mowing and trimming the flying sites, a big thanks! Get ready for the events coming up this summer, visit the website events calendar often to see what – where & when.

See ya at the field,

Terry G

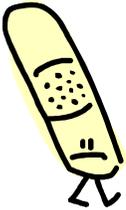
June Meeting

The June meeting will be on Thursday, June 24th at the Wichita Aviation Museum. The agenda will include:

- Field reports
- Event updates
- Raffle
- Attendance drawing

The meeting will begin at 7:00pm.





Safety Matters:

Submitted by Gene Morse

We all know that flying in windy conditions is just a part of being an RC pilot in Kansas. The following article talks about safety in crosswinds, and is good information for all of us. The original article may be viewed at <http://www.fly-ima.org/Articles/tabid/89/ArticleType/ArticleView/ArticleID/5/Default.aspx>.

Crosswind Flight Safety

By Joe Farris IMAA 1250

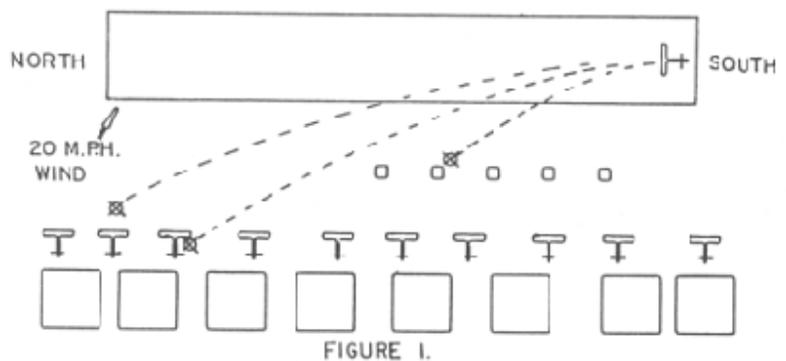
Posted on September 23, 2009

Most accidents involve multiple factors. It follows that knowledge of critical flight circumstances and factors are helpful in avoiding accidents.

Two recent model aircraft accidents and one that occurred a few years ago have common factors. They resulted in considerable damage to the flying aircraft, parked aircraft, and a serious threat to pilots and crews. These accidents happened close to people but fortunately no one was injured. Although these particular accidents were obviously not predictable, the flight circumstances are identifiable for caution to be exercised in conjunction with other factors that may lead to serious flight safety situations.

How often does the wind blow down the runway centerline? Most runways are aligned with prevailing or mean wind direction ... but the wind usually does its own thing. This simply means that most of our takeoffs and landings are made with some cross-wind component. The average pilot can probably make safe takeoffs and landings as long as the crosswind component (an equivalent wind at right angle to the runway heading) is below 5 to 10 M.P.H. Crosswinds above these values pose threats not to be taken lightly, especially where more than a very small number of airplanes and people are involved.

Let us examine the safety factors in cross-wind flying. Figure 1 is not to scale but shows the typical field layout. The critical wind direction is from the pilots back as he faces the runway. Assume a fairly steady 15 mph wind from the southwest with aircraft taking off to the south. What are the factors that could cause an accident? 1. crosswind component tending to turn the airplane toward the pilots. This weathervane characteristic, while on the main gear, is from the wind pushing on the fuselage side and vertical surfaces. 2.

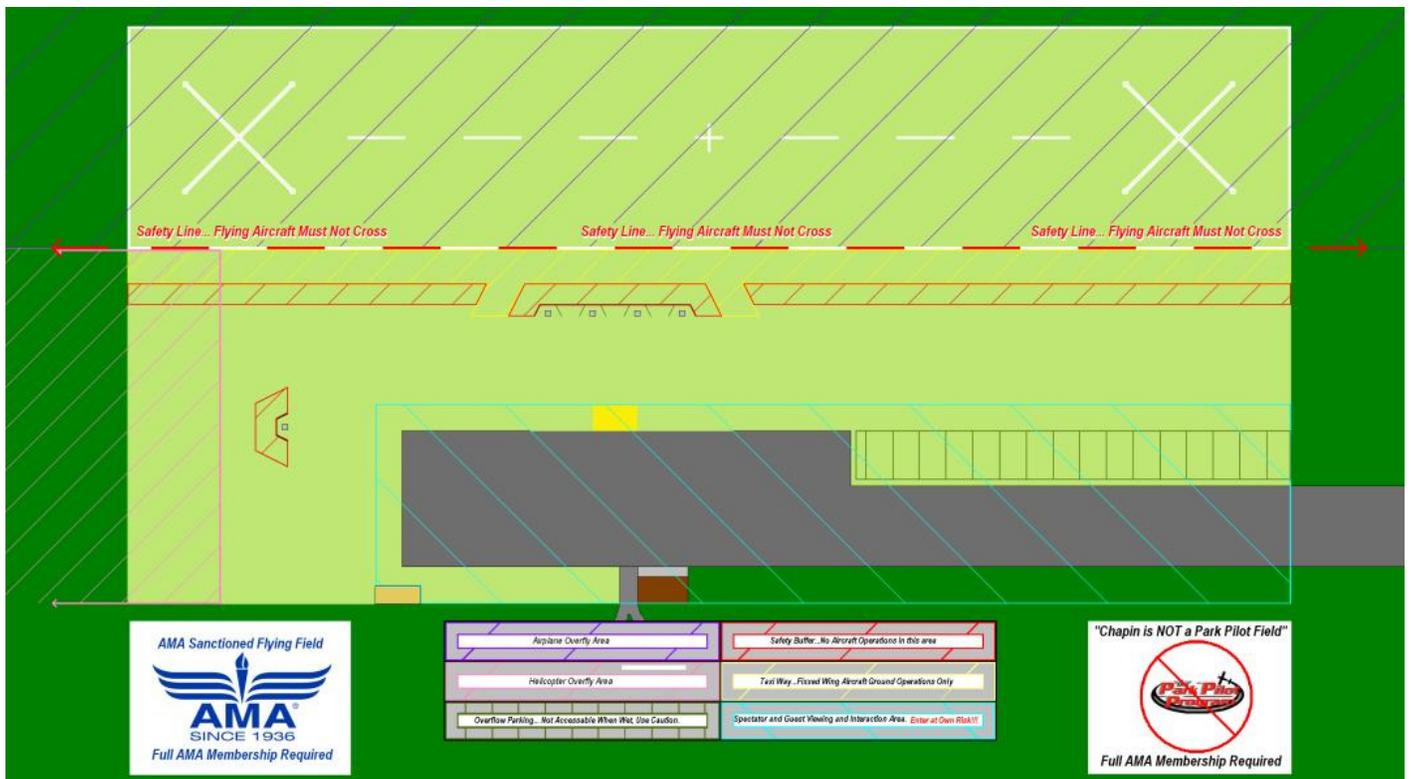


The so called torque tending to turn the aircraft to the left as power is applied. The spiraling airflow from the propeller slipstream pushing against the vertical surfaces tending to make the tail go to the right and the nose of the airplane to the left. 3. Initial steering available from nose or tail gear. 4. Subsequent steering using rudder. 5. Roll and pitch control. Factors 1 and 2 oppose in this case tending to make heading control down the runway centerline easier. Factor 1 affects tail draggers and tri-gear airplanes about the same. On a very smooth runway factor 3 may be of small importance. On a rough runway factor 4 comes into play when ground roll is started. Pilot skill and airplane controllability are involved in all five factors. Factors 2, 3 and 4 become more critical if the pilot is experienced on only grass runways and attempts takeoff on a hard surface runway... regardless of crosswind! Factor 5 becomes important when the wheels leave the ground. Premature liftoff, if heading toward the flight line, in attempting to fly over the over the flight line can be especially critical in aircraft that are marginally powered, have a high wing loading, or snap rolls easily.

Cont. on page 3

A 20 M.P.H. northwest wind with airplanes taking off to the north poses a considerably greater threat to flight safety. There were the conditions at the time of the crashes indicated above. Factors 1 and 2 are additive posing a hazardous situation for even the moderately experienced pilot with a relatively controllable airplane. The following is a likely sequence of events in this case resulting in three crashes: a) The airplane was taxied to the south end of the runway and aligned with the runway heading and on the centerline. b) power could have been applied somewhat abruptly add an extra crosswind gust may have occurred resulting in a quick change in the aircraft heading of about 30 to 45 degrees to the left toward the flight line. Factors 1 and 2 are additive wherein more power without much airspeed and without a lot of corrective rudder makes the airplane turn into the wind direction all the faster. c) with a lot of power, not much airspeed, and the airplane heading toward the flight line the pilot uses a lot of elevator and aileron trying to avoid the flight line. This resulted in a stall/snap roll crash into the flight line.

Remember, the most hazardous crosswind takeoff situation regarding pilots and flight line safety is with the wind from behind the pilots and takeoff from right to left. What may be done to minimize this hazard? Avoid this hazardous crosswind situation, if at all possible, by using another runway. If another runway is not available then more distance between the runway and pilots- flight line is prudent. Under this crosswind condition the aircraft could be headed to the right of the runway heading by 10 to 20 degrees. Application of power should be consistent with adequate heading control. The first two or three seconds of ground rolls can be the initial conditions for a subsequent crash. Be prepared to chop power instantly if adequate heading control appears questionable during the first few seconds. Practice this most critical crosswind takeoff situation on a hard surface runway under less critical conditions (lower wind velocity, no spectators, etc.) until you know pilot/airplane limitations. It is possible to adjust throttle trim to the point where minimum stick throttle position will kill the engine for emergency purposes. If in doubt about pilot/airplane limitations under crosswind conditions and especially with spectators or a flight line of aircraft present... **DON'T FLY!** 



This new scale map of Chapin will soon be posted at Chapin Flying Field. The City of Wichita asked us to provide a scale drawing to detail the flying areas and no-fly zones. The next time you visit Chapin, please take a moment to review the map so that you understand where we can fly. Please remember, Chapin Field is NOT a Park Pilot filed. Full AMA is required per the agreement with the City of Wichita.



AMA Sanction
#10-0933

Come and enjoy the IMAA Fun Fly

Registration: 8:00 a.m.

Landing fee: \$10.00

Flying starts: 9:00 a.m.

IMA A membership required

*Paved Runway, Primitive RV sites, food
and beverages available at the field.*

*Cookout Saturday evening for all
registered pilots*

For information contact:

Loren Tregellas

5620 S Mead

Wichita Ks. 67216

Ph. (316) 943-3463

e-mail: barontreg1@cox.net

Special at noon on Saturday:

International Aerobatic Club (IAC) Chapter 119

Will have a fly-by follow by a landing and display to the public.

*Location: Captain Jack Thomas – El Dorado Airport
(Approximately 2 miles SE of El Dorado)*

Take highway 54 / 77 south from El Dorado.

Turn east on SE 30th Street.

Entrance is 1.5 miles east of highway 54 / 77.

May 27, 2010
Wichita Aviation Museum
Meeting began at 7:00

Terry Grimes called the meeting to order.

Visitors: Jacob Hunter is visiting for the summer.

Reports:

Treasurer – Terry Powell gave treasurer report.

Minutes of April Meeting – approved as submitted.

Chapin Rules – revised rules were distributed to the membership.

Calendar – Terry Grimes added some other area events. Past President's Fun Fly was postponed and will be re-scheduled.

Safety – reminded that helicopters need to stay in designated helicopter areas, and fixed-wing planes need to be on outside of safety line (pilot stand). Please help people remember the rules.

Newsletter – none.

Website – no report.

Chapin – thanks to Trig for mowing. Please be on the lookout for someone hitting golf balls on the runway. We need to discourage this behavior.

Beech – Martha Tregalis reported that some changes will take place. According to a company representative, the lake has been sold on the south side. A meeting is being set up with the legal team, the company representatives and the club representatives. She is finding out if we can move the storage building. We may need to arrange alternate storage for the mower and other equipment. **We will no longer have access after June 24, 2010** until further notice. The club area has been reduced to 55 acres. The gun club will not have a space. Currently she understands the ball parks are staying. One proposal is to reposition the runway where the gun club area was. She will keep the current flying list updated as she hears more. Please do not call Beech regarding field updates, call Martha at 316-393-5229 (cell). You may leave a message.

Afton – Pylon Racing is scheduled Saturday, June 5th. They are looking into extending the dates to June 4-6. Friday they will set up and mow from about noon on. Saturday the official event will run from approximately 9-4 on Saturday, Sunday 9-2.

All Fields – no other updates.

Fall Jumbo Fly – last weekend in June is a Jumbo Fly in El Dorado – June 26-27. There has been a change in airport management. If there are changes we will be updated.

New Business:

Afton porta-potty bills are due – can we pay through the end of the year? No opposition. Terry P. will pay. Christmas party. Scheduling for Saturday, December 4th at Stroud's. No opposition. Deposit will be made.

A chrome microphone and a black mic cord were left at the auction. If you know who it belongs to, please let Don Pemberton know.

Open discussion:

The group took a break.

Show and Tell:

none

Attendance Drawing:

Bill Blake was drawn, but was not in attendance. Next meeting the drawing will be \$25.

Raffle:

Thanks to Hobbytown USA for help with the Raffle Prizes

Dennis DeMoure	Marvin Blankenship (2)	Terry Grimes	Bob Maltby (2)
Paul Fawcett	Terry Powell	Jim Sheils	Fred Harvey

Meeting adjourned at 7:50.



Newsletter Submissions: Submit your stories and pictures to the WRCC News! Deadline is the 2nd Friday of each month. E-mail to newsletter@wichitaradiocontrolclub.org. Please include your contact information.

Found on the Web.....

I don't think this one will fit in my Jetta....see more pictures and videos of the Top Gun 2008: Massive RC Airplane Competition at <http://hacknmod.com/hack/top-gun-2008-massive-rc-airplane->



This builder apparently had stars in his eyes. This picture was found on RCUniverse.com under the topic of "weird planes." It fits! See the post at http://www.rcuniverse.com/forum/m_39472/tm.htm