

FlightLines

September 2021

Newsletter of the North Vancouver Radio Control Flying Club

News

Random Thoughts from the Editor...

Well here we are half way through September. Summer is over but where did it go? Here are a few memorable moments to help account for the days passed...

Robert C. maidenied his 3D printed - almost lifelike - Eagle. Complete with styled feather wing tips. So graceful and realistic in flight!

Kevin scared us silly with his glider-from-hell. The overweight grey beast would stall/spin at every opportunity until finally, mercifully, it spun in and augured itself back to where it came from.

John H. demonstrated his impressive archery talents with a perfect tethered arrow shot to hook a branch some 75 feet up. Amazingly the treed plane was retrieved with no damage.

We installed an airport quality windsock... Hopefully high enough so no one can steal it. Now we look like a real flying club. No more excuses to take-off downwind!

Big shout out to Amir for resuscitating the club FaceBook page. And what a great tool it is to keep up with members' flying activities, news, projects, learnings and to plan meet-ups. The page has been very active. Check it out!
<https://www.facebook.com/groups/1230762686952660>

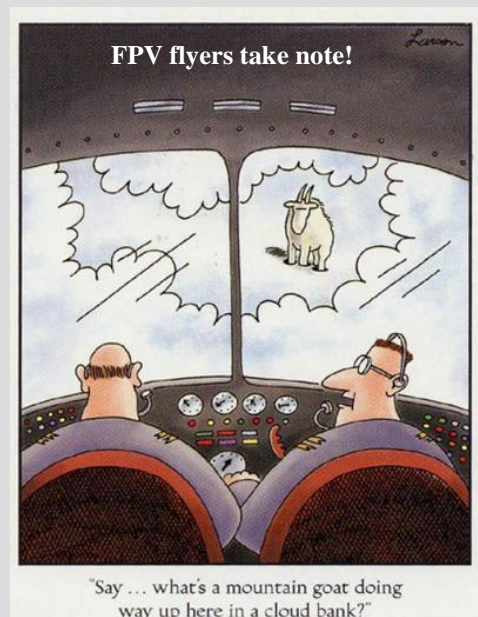
This quarter we qualified two new members. Welcome Tim and Aidan! And we have three more pilots in training.

We gained back an hour of flying time for fall. Now 10-6 weekdays and 4-7 weekends.

In this month's newsletter, quite coincidentally, we have two articles on float flying. Paul reports from Penticton and I ventured out to Chilliwack. Still time in the season to get out to the lake!

Enjoy the great fall flying weather that is sure to still come. Like the summer, it will be gone before you know it. See you at the field!

Mike P.





Some Recent Maidens:

On August 27 Amir maiden his impressive Sbach 342. This 12 lb, 4000W aerobat has a roomy carbon-reinforced balsa and plywood airframe. It really moves and was a handful to fly on the maiden.

Some adjusting of the CG helped but what really made the difference was the subsequent addition of an Aura5 gyro. The gyro tames some of the plane's inherent instability, making the flight smoother and more manageable. Amir is looking forward to 3Ding it next!





Twister & me on maiden day

Twister is a 3-meter, 6.5 lb dedicated slope soaring beauty. Airframe is all molded composite with carbon fibre wing.

Climb to altitude, kill the motor, dive down to the field – the jetlike whistle is the thrill. Thin wings make it super clean in the air. It will thermal too... Surprising for a heavy sloper.

Hearty thanks to Michael and Amir for their support and encouragement on maiden day.

Next, I will be off to Hedley to toss it off the mountain. Stay tuned... exciting Twister Tales to come.



No room at the inn! Every cubic millimetre is used in the cockpit. 4400Kv geared Neumotor, 160 amp Castle ESC, two flight batteries (3S motor and rx) and an 8 ch AR8360T rx with altitude/Vario telemetry.

The Vario sends a tone to the transmitter which ascends in pitch as the plane enters lift – just like the full-scale instrument. Takes some of the guesswork out of finding thermals. Cool!





A Visit to Penticton

by Paul Cox

On August 15th I attended the annual float fly at the beautiful Pyramid Provincial Park 7 kms north of Penticton. This was hosted by the Penticton Model Aviation Club – otherwise known as “PENMAC.” Once again, I was welcomed by very friendly members who were happy to give me some essential pointers on taking off and landing on water. Above is the group photo showing the many participants who had travelled from far and wide to join in the aquatic RC fun that day (I’m standing, second from the right).



An early 8am start took advantage of the ideal light wind and calm water. The twenty-five plus MAAC members quickly set up a wide range of electric and nitro powered models before the wind conditions could change.

This was the first time flying from water for yours truly and I don't mind admitting I was a little nervous. After full power is applied for take off, it is necessary to break free from the surface of the water, which seems to "grab" and hold the model down for a moment. Then, there is the released grip and up and away. It is necessary to come to terms with the increased drag from the floats and their pendulum effect. Other than that, it's plain sailing so to speak. For landing, airspeed is reduced as much as possible – flaring at the last moment to just "kiss" the water and prevent the dreaded tip over. Once touched down, the water quickly slows the plane and it is surprisingly easy to turn.



Another big difference with float flying is the need to be vigilant for the wake from speedboats and unannounced swimmers. For this reason, spotters are always employed.

Details of the club along with excellent photos and videos can be seen here:

<https://www.facebook.com/Penticton-Model-Aviation-Club-736184243157495/>

R/C Airplane World article on flying floatplanes:

<https://www.rc-airplane-world.com/rc-floatplanes.html>

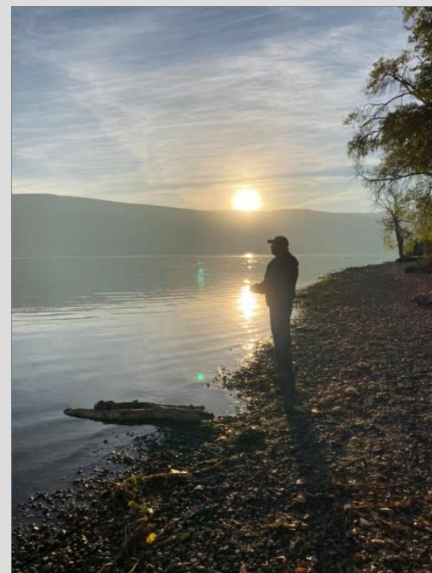


Photo courtesy of Penmac's Facebook page



With summer fading and the fall chill already creeping into the evening air, it was high time to get my Carbon Cub out on floats. Rumour had it there was a new float flying site out in the Valley. My flying buddy Russ invited me to join him and his keen group of floaters to go and check it out. So off we went to Chilliwack, then a bit north to “The Pond”, a tiny lake adjacent to the Fraser river.

"The Pond" is the current flying site of the Chilliwack Electric Flyers (CEF). The lake is entirely private with no boats, people or obstacles to avoid. It has a nice peaceful rural setting.

Covid shut the CEF out of their original field, which was quite unique, as it had both a lake and a grass landing strip. The Pond is a fair bit smaller than their previous site but still makes a great float fly destination. Tall trees surrounding one side are not a problem - they are further away than they look.

The Pond is now home base to CEF's 15 members, including past MAAC President Ron Dodd, who manages the club, and legendary model aircraft designer Ivan Pettigrew https://www.modelairplanenews.com/ivan-pettigrew-the-sage-of-chilliwack-2/#visitor_pref_pop





We were a group of about 10 pilots from Ridge, NVRCFC, Burnaby and Chilliwack Electric Flyers.

Ron has graciously invited any NVRCFC members to come out and try the site (electric planes only please). I will be coordinating a day this fall when we can head out there together. Ron has a rescue boat and he has offered to have it available for us while we fly.

If you have tried float flying already you know how much fun it is. If you haven't tried it, here's a way to add variety to your RC experience. Water take offs and landings are easy once you get used to some subtle differences vs flying on wheels. Seeking the perfect water landing becomes a zen-like quest.

You can check if there are floats available for your model type. If not, with some ingenuity, available float kits can often be modified to fit. If you have any floaty questions or are interested to join our next float fly excursion, just let me know.



Michael C. float-converted his Avios Tundra

