

FlightLines

March 2021

Newsletter of the North Vancouver Radio Control Flying Club

News

Covid PHO Update & Field Use Reminders

The Public Health Order was revised on March 11th to allow a 10-person maximum field occupancy. The previous limit was 4 persons which we managed with a roster system. The roster system has now been retired. In the rare event that we have 10 members at the field please ensure that we do not exceed the new limit. Arriving flyers need to wait outside the pit area until someone leaves if there are 10 people on field already.

Cone deployment (which is a MAAC insurance Requirement) remains in effect.

With the coming Spring weather expect greater public field usage, especially on weekends. Please be sure to clear ALL public from field before flying. Advise them they are welcome to use the other fields or the grass verge outside the fence. It is not acceptable to MAAC (i.e no insurance) if there are people on the field, even at the edges.

Lastly, it has been noticed that there is occasionally trash left in the pit area. Some of it is modeler type trash. Can we all please be mindful to place our trash in the containers provided. Best to keep our landlord happy 😊.

Spring Flying Hours

The flying schedule for April 1 – June 30 has been sent out. The new schedule is:

M-F: 10am – 4pm (previously 10-6)

Sat/Sun: 6pm - 8pm (previously 4-6)

Weekdays we have lost 2 hours to sports team practices. We have requested to have our hours extended but this likely won't happen until later in the season. Field signage is to be updated.

Renewal Stickers

The 2021 membership card stickers have been mailed out. If you have not received yours by now, please advise secretary@nvrffc.com
If you do not have a 2021 sticker you cannot fly.

New & Returning Members

Welcome Arden K., our latest new member:



Ex-President and heli guy Chris S. has returned to the club. Welcome back Chris!

Fly Market

We have added a classified section to the newsletter. Buy, sell or trade your flying gear. Advertise for assist needed or items wanted. Keep old models flying in new hands.

Advertisers email your ad to address below and maximum 2 pictures/item please.

flightlines@nvrffc.onmicrosoft.com

Newsletter Publication Schedule

We have moved to a quarterly publication schedule. Next issue will be around June 15.

Call for Content: Please send us your stories or pictures, tell us about your build projects, send us your comments. Don't worry about the writing, we'll help with that. All input is welcome! You can contact the newsletter team at the address above.

Pit Area Upgrade



The District of N. Van has upgraded the area around the picnic tables and filled in the uneven ground. Thanks to President Paul for addressing this tripping hazard with the DNV!

Magic Box Hobbies Discount



Reminder there is 5% off and no shipping for anything Horizon (and whatever else you need) for club members and their friends & family at Magic Box Hobbies. Additional 5% goes to the club.

Address: 2105 W 37th Ave, Vancouver, BC

Tel: (604) 264-1746

New World Speed Record



On Jan 19, 2021, Spencer Lisenby set a new world RC speed record of 548 MPH! The record was set at Parker Mountain in California.

548 MPH is the about the same as the cruising speed of a Boeing 737 and just 220 MPH short of breaking the sound barrier! Some may be surprised to learn that Spencer set the record not with a jet but with a slope glider – using a technique called dynamic soaring. Check out the amazing video here:

<https://dronedj.com/2021/01/20/remote-control-glider-sets-world-speed-record-548-mph/>

WhatzzUp ↗

Props have been spinning this winter! After the field re-opened following the Covid fall closure, a few members braved the cooler temps to maiden their fine new airplanes. The winter days brought calm air, moody ground fog and some ideal flying conditions.

In January, Michael C. maiden his Avios Grand Tundra. The 1700mm span Tundra is equipped with bush wheels, shock absorbing landing gear and lights. Floats and skis can be added. The plane uses 4s or 6s power. It's a fun-to-fly airplane with great air presence. Thumbs up from Michael for the Grand Tundra!



It was good to see Robert C. back at the field after his extended break from flying. Robert brought out his new 1400mm 3D printed V-Turn. He downloaded the print files from www.planeprint.com and then patiently waited 40 hours for his printer to create the plane.

No CG information was provided in the manual, so it had to be established by flight trial and error. Unfortunately, that made the maiden flight very brief with a sudden end.

No tears, it will only take a few hours to print up the replacement parts. Planeprint.com offers 9 different models to choose from. Check them out then decide for yourself, are 3D printed planes the future of RC?



Heli Anxious – Circuits

Scott Velez

Anxiousness

I know you've felt it. You're flying your heli downfield and as you start the turn to fly back you get that lightheaded feeling as the heli rotates side in. Did the speed drop? Is the tail still in line? Your eyes squint, your heart rate jumps and your thumbs lock on the sticks and will not move. You're anxious. You can't remember which stick rolls the heli and which controls the pitch. You panic. You choke.

Been there? I know I have, and I hate it.

The opposite of that feeling is confidence and a sense of control. You know where the heli is and what it's doing. The question is, how do you get over the anxiousness and move to a place of confidence?

Often, the stressful, anxious feeling comes from a perceived lack of skill and ability. You think you will have trouble rotating the heli and flying back towards yourself, and you do. The solution is easy. Practice! You need to practice and practice some more until you gain the skill and the confidence to fly the maneuver the way you want to fly it.

Here are some suggestions. They can be done at the field with a real heli, or at home on the simulator. I find doing them at home to be a lot less stressful.

Slow Small Circuits

Keep things slow. Keep things small. Fly 5 feet to the left, slowly rotate 180 degrees, then fly 5 feet to the



right. Be deliberate and control the movements. Repeat ten times. After a while, you will be flying back and forth without thinking about it!

Rotate Your Body

Once you can do small circuits facing the model, take it to the next level and rotate your body away from the direction you are flying. As you fly to the left, rotate your body slightly to the right. When you fly to the right, rotate your body slightly to the left. If you are on the simulator and you have a chair that rotates, you can rotate your chair with your feet while you fly. If you only have a fixed chair like I do, you will have to scooch over.

The goal of this exercise is to increase the angle between your transmitter and the model, simulating what your eyes and brain will need to do when you fly a long distance down field. If you start feeling nervous, twist your body until you are facing the model. Now you are back to flying slow small circuits!



The only way to beat anxiety and nervousness is by having confidence and skill in what you are doing. You gain confidence and skill with practice. Do these exercises a few times a week and you will notice a marked improvement in your flying. Now what are you waiting for? Load up that simulator and get started.

Tree Story

Mike Poser

It was three days after Christmas and I really needed to feed the addiction. With the club field still closed due to Covid, I ventured out to get some practice time at my local park, with my new 3D foamie. But the wind was a bit too strong and my judgement was a bit off. My treasured Velocity ended up in a tree.

Transmitter in hand, I walk to the base of the tree wiggling the controls to try to free the plane. No luck.

A senior couple approach me. The man introduces himself as John. He suggests I use a pole to poke the plane down. Then he offers to drive back to his place, some 45 blocks away, to get his extension pole!

I thank John for his extremely kind offer. I tell him I am considering climbing the tree.

John looks at me. "Is that a good idea?" he says. "I'll go get the pole." He gives me his cel number, "Text me if you get the plane down."

After a couple of awkward climbing attempts I haul myself up to the first branch. My tree climbing skills are rusty. The tree is mossy and a bit slippery.

I get up to about 12 feet. I balance as far out on the limb as I dare, gripping the branch above, bouncing hard on the lower limb to shake the plane free. Two elderly ladies walk by and look up at me. They see a 60-year-old in a tree bouncing up and down like a gorilla. They ask, politely, if I'm okay.

Pointing up at the plane, I assure them I am fine. But by now I am thinking John was likely right. I wonder if he is on his way back.

A few onlookers gather. They cheer as the plane wobbles and is about to drop, but it just twists and gets stuck again.

A man with his young son approach. His son asks why there is a man in the tree. His dad says, "Well, you see Santa brought him this plane and now its stuck and he really, really wants to get it back."

"Hey, can I help you with that?" the dad asks. "I think I can get up there closer to the plane," he adds diplomatically.



My arms were aching and I wasn't making further progress, so I decide to accept the young dad's offer. I climb down.

With little effort, the dad scrambles up close to the plane and bounces the branch hard. The Velocity drops a few feet, catching on some lower twigs.

Just then two men, speaking Vietnamese, appear from the woods with a 10 foot tree branch in hand. No communication necessary. They poke at the plane and it is freed. It drops into my hands, undamaged.

I am grateful for this unexpected show of community spirit. In the space of 15 minutes no less than 5 people went out of their way to help. Were all these folks as plane crazy as me? A display of pandemic unity perhaps?

Maybe the sight of a flying thing stuck in a tree strikes a deep chord. Something trapped that should be free. Triggering an instinctive urge to rescue.

I really don't know... But thanks to some very helpful strangers I am happy to have my Velocity back!

A Current Fear

By Paul Cox

Such a nice day!
Where 's my Tx and wing?
Hurry, "Get out there!" I sing.
All in a rush I grab my ID,
Did I charge that battery?

It's probably alright,
Don't want to stop.
Get to the field and spin that prop.
Climb into the blue,
The mountains behind.

What could be finer?
One little nag,
Wish I'd used that meter,
Not charged up too quick,
Paused and not fly so fleeter!

Was that a gust or was that a glitch?
As I pushed on the stick.
Is there enough juice – here is hoping!
I should have resisted before rotating,
This worry is spoiling my fun,
Best to land now and call it done.

Made it down (a bit steep),
But thankfully - not in a heap!
The moral of the story is do not dash,
The day is so spoiled with a crash.

So, charge and not cry.
Be relaxed when you fly.
Not to be sad, take heed!
It is not fair to all, risking a dive.
For a positive day,
Check off a list before you arrive!





Spotlight on Jets



Viper Jet Good value at \$280. High quality materials. Looks good. Great first jet.



Citation Jet The UMX citation is a nice plane due to the fact that it is a very simple model yet very powerful. It also can fly right out of the box so no assembly required. Small size yet very stable.



A10: Scale plane. Looks good and realistic. Visible at night with LEDs

Fly Market

For Sale/Trade



Hobby King MX2 955mm 3D Foam Trainer.

A few battle scars but still has lots of life left. Includes servos and motor. You just need an RX, 30a ESC and 1300mah 3S battery. Good 3D trainer. Will trade for a couple of high-quality chocolate bars or equiv.

Seller: Mike P.

Contact: secretary@nvrcfc.com



Wanted

LiPo charger with Storage Charge function. Charge current +/- 4 Amp, 4 cell capability.

Wanted by: Norman S.

Contact: norm.steinberg@gmail.com



Remembering Davoud

“From tomorrow we will consecutively have rain for six days. Let’s go to the field as soon as possible!” This was the last message Nasrollah received from Davoud “David” Adebi before learning his dear friend had passed suddenly last December. Davoud was 68.

Nasrollah (Nassy) and Davoud were flying buddies whose friendship spanned four decades and two continents. Together with Peyman, the “three amigos” were at the active core of our club. You could count on meeting them any Thursday afternoon to fly, join in spirited conversation, share modeling knowledge, and sip saffron black tea in the beautiful setting of our North Vancouver field.

Model flying was always Davoud’s number one hobby. His fascination for aeromodelling started in his native Iran, while in his teens. It led him to study mechanical engineering at Amir Kabir University, one of Iran’s finest engineering schools. After a successful career in Iran he moved to Canada and retired to North Vancouver. He was one of the earliest members of the NVRFCF, joining over 20 years ago.

Davoud was a creative and talented model builder. He designed his own planes, often tiny ones where weight was critical. This is where his engineering skills shone. He applied his specialized knowledge to his designs and to careful selection and use of materials.



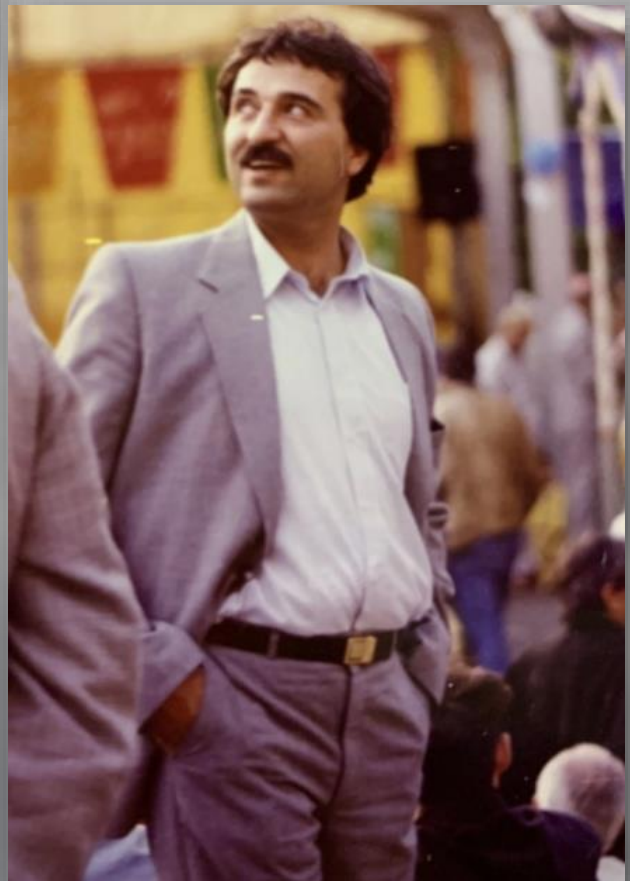
One of Davoud’s larger creations was the “Frankenplane”, a nitro powered airframe he resurrected from his past, by gluing together parts of several old pattern planes. It was as unique as Davoud himself.

Davoud had a mischievous grin, a generous spirit and a child-like excitement for the hobby. He was a patient teacher and was always keen to share his ideas. His easy way of relating to kids made him popular with our junior members and youngest visitors to the field.

Our remarkable friend Davoud left us much too soon. He is survived by his wife and his three adult children. He is greatly missed by Peyman and Nassy and all of his friends at NVRFCF.

Fly on, Davoud!





*Text by Mike Poser and Nasrollah Mousavi
Photo selections from Davoud's memorial site:
<https://www.forevermissed.com/davoud-abedi/about>*