



[WWW.FLYINGAEROS.COM](http://WWW.FLYINGAEROS.COM)

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 SAFETY: Keith Anderson 330-856-5898  
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Meetings are held monthly on the second Wednesday of every month at 7:00 p.m. From October through April, the location is the basement of First Place Bank, 325 South High Street, Cortland, OH 44410. From May through September, meetings are held at the club field. Direct all correspondence to club president.

FLYING FIELD IS THE ERNIE HALL MEMORIAL STRIP, EVERETT HULL RD. (ACROSS FROM TRUMBULL COUNTY FAIRGROUNDS, OFF BAZETTA RD.) FIELD IS CLOSED DURING THE TRUMBULL COUNTY FAIR.

**FLYING HOURS: MONDAY THRU SATURDAY: 9:00 AM TILL DUSK**  
**SUNDAY: 1:00 PM TILL DUSK**  
**NOTE: ELECTRICS CAN FLY ON SUNDAY FROM 9:00 A.M. TILL DUSK**

FLYING RULES: YOU MUST HAVE A CURRENT FAA AND AMA MEMBERSHIP. YOU MUST FOLLOW FAA AND AMA RULES. ALL FLYING IS TO BE DONE NORTH OF THE FLIGHT LINE. STARTING OF ENGINES IS TO BE DONE IN PILOT AREA OF THE READY BOX.

GUEST: UPON PROOF OF VALID AMA MEMBERSHIP, GUEST MAY FLY IF ACCOMPANIED BY FAA MEMBER, ON LIMITED OCCASIONS PRIOR TO APPLYING FOR FAA MEMBERSHIP.

<b>MEETING MINUTES:</b>	<b>February 10, 2010</b>	<b>LOCATION:</b>	<b>First Place Bank</b>
<b>Called to Order@</b>	<b>07:00 PM</b>	<b>Total Members:</b>	<b>93</b>
<b>Total Attendance: 18</b>	<b>Officers Present: 3</b>	<b>Members Present:</b>	<b>15</b>

**President:** Dave R. thanked everyone for showing up in the inclement weather.

**Vice Pres.:** Nothing to report; taking minutes in Secretary's absence.

**Secretary:** Not present.

**Treasurer:** Please contact the treasurer for a full treasurer's report.

Swap Shop deposit will be returned to us after the event.

**Field Marshall:** Doug returned 2 plaques to Dave Rock to have them remade without dates. Quotes on fertilizer and weed control are: Davey Tree \$ 188.51 and Grass Guardian \$ 180.00. We will keep Davey; not worth changing for \$8 per treatment. This will be for early and late Spring treatments. There will be no grub control treatment this year.

**Safety:** Nothing to report.

**Unfinished Business** Final discussions help on Swap Shop to be held Sunday, February 14<sup>th</sup> from 10 a.m. until 2 p.m.

Food prices were finalized:

Hamburger - \$ 1.50

Cheeseburger - \$ 2.00

Hot Dog - \$ 1.25

Chili Dog - 1.50

Coffee - \$.50

Water - \$.50

Doughnut - \$.50 was suggested. Ray Park will buy 2 dozen at WalMart @ \$4 per Dozen, which will give a profit of \$ .166 per doughnut.

Set-up will be Saturday at 1 p.m. Several members volunteered to help. Someone needs to bring a snow shovel to clear sidewalks, if necessary. Remember, after the swap shop, we will need volunteers to help tear down as well. Twenty tables have been sold; 8 tables still available. Several members will be meeting at Eat N Park on Sunday morning prior to the Swap Shop if anyone is interested. No specific time was given. No votes taken on above swap shop decisions as everything was discussed and given tacit agreement.

**New Business** An electric fly-in is proposed for Sunday, May 23, 2010. Time of event will be 9 a.m. - 2 p.m. Luke will be the CD for this event and will also send the paperwork to AMA. Food will be decided later. Dan will contact AMA to try and get this event into the AMA magazine (unsure of deadline). Motion made by Doug H., seconded by Keith A and motion passed unanimously.

Our annual fun fly will be held on August 1, 2010. Luke will participate as a vendor at this event. We will have more details later on scheduling this event.

Flying Season Mowing Schedule: Keith A. knows someone who is interested in bidding and was advised to have them contact Dan M. There was discussion that the person currently doing it does a great job at a reasonable price and we should keep him. Nothing definite was decided. Dave R. suggested that we consider changing the schedule to better accommodate members' desires. Instead of Wednesday and Sunday, perhaps switch to Tuesday and Saturday. No motions were made; this can be discussed at a later date.

No new members were in attendance.

Dan M. offered flyers for Ravenna Thunderbirds event to be held March 7, 2010 and WMAA (Columbus) on March 20, 2010.

**Show and Tell** Gary H. brought 2 helicopters. 1. Exceed dual co-axial 2.4 GHz Marine - not enough ceiling room to demonstrate it safely. Check out the web link <http://www.xheli.com/exceed-rc-chinook-47-micro-rc-heli-html>. It shows lots of

detail including CNC standard components and video. Scroll down to see the brown and orange model that Gary showed. They even advertise a simulator for \$ 19.95 (don't know how good it is for the price). 2. E-flite – mCX S300 micro heli – demonstrated amazing stability flying indoors, although it is not recommended for outdoor flying. The coaxial design makes it an easy flying heli. According to Gary “If you can't fly this, you can't fly.” Check it out at the website <http://www.e-fliterc.com/Products/Default.aspx?ProdID=EFLH2300>. This one comes with its own 2.4 GHz transmitter but they also make bind n fly helis that will bind to your existing transmitter.

**50/50 Raffle** Won By John Thomas, \$ 11.00

**Closed:** Motion to adjourn by Doug H., seconded by Mark R., and meeting closed at 7:53 p.m

**Our next meeting will be Wednesday, March 10<sup>th</sup> at First Place Bank in Cortland.**

On page 4 is an article reprinted from The AMA Insider, our AMA National Newsletter, January 2010 issue. I will try each month to include something of interest to those in the hobby.

Upcoming events:

21<sup>st</sup> Annual Swap Shop, Ravenna Thunderbirds R/C Club Inc.  
Sunday, March 7, 2010, 10 a.m. until 1 p.m.  
Maplewood Career Center, 7075 St. Rt. 88, Ravenna, OH 44266  
Check website for information: [www.ravennathunderbirds.com](http://www.ravennathunderbirds.com)

From WMAA Website: [www.wmaa-wags.org](http://www.wmaa-wags.org):

**“The 40th Annual WMAA Model Show and Swap Shop will be held Saturday, March 20, 2010! Show hours will be 9:00 am to 2:00 pm at the Aladdin Temple at 3850 Stelzer Road, Columbus, Ohio. Note that the show entrance is on the left/North side of the building.**

This is perennially the largest show of its kind in Central Ohio and one of the largest in the Midwest, featuring a **static model competition**, a **giant swap shop** area, a **grand raffle** as well as door prizes and hourly raffles.”

## From the Middle Point RC Flyers, Murfreesboro, Tennessee Airplanes for Flying in Windy Weather; by Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!" →