

**Clarkflyers**  
The official publication of the  
Clark County Radio Control  
Society.

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## The Clark Flyer April 2006

Well here we are moving into the month of May and we have a swap meet scheduled for May 21 from 9 till noon. There will be no flying during this time so let the horse trading begin. Any modeler from any club is welcome to sell or buy, so come one, come all. We also have a Fun Fly set up for the weekend of April 22, with a rain day of April 23. We have a new CD for this Fun Fly who is sworn to secrecy as to what the events are going to be. We have to have this cloak of secrecy so that Clay cannot go to the field and practice. I am looking forward to these 2 events. I am certain they will be fun for all. Our club now has a public relations committee that will meet and discuss how we can get our club into the public eye more than we are now. Doing a Mall show does not appear to be in the cards as the malls want too much money. We have one of our newest members on the committee, Don Sterba, John Shirron and I. Of course any member with any input would be welcome to join in. I have made contact with the board from Fern Prairie.

The President has responded back to me and is Thankful that our club is willing to lend a helping hand if we can. At this time everything is up in the air and he will advise me of a direction once his club has its meeting. Hopefully I will have more info at the meeting. Our June meeting has a quest speaker scheduled. This will be the author of the newly released book Live Bait. I must admit that I have forgotten his name; however he was a P-51 pilot during WW 2 and by all accounts has some great stories to tell. The June meeting will be short on the business end so that he has plenty of time to visit with us. Should be an educational evening. Just as a reminder, please review the by laws and rules on the web site so we can change and or approve them at the next meeting. While you are checking out the web site, take a good look at what Alan has done. It is first class all the way. Thanks Alan.

Keep the wings level and the wheels down,

see ya all at the field,

Dave Agar, President

[www.clarkflyers.com](http://www.clarkflyers.com)

## Meeting Minutes April 12th, 2006

### April Minutes:

Guests at the meeting were Dick Mau and Don Streba, with Don no longer being a quest, he is now a member. The meeting was called to order by President Dave Agar at 7:29 and 30 seconds. The minutes from the March meeting were approved as posted on the web site.

### Treasurer's Report

Steve Piper gave a treasures report. He stated that we have \$3847.03 in the bank, not including money collected at the meeting. Steve also stated that we have completed our AMA Charter. Steve is supplying Alan Cooper with a membership list. Alan will send any member a copy of the list. Just drop Alan an email or a phone call if you want a copy and are a member in good standing.

Alan discussed a substance that can be used to make a new runway if approved. This has been tabled until the issue is discussed with the Fair Board.

Alan told us all about the new and revised web site. (Go check it out, it is cool. Thanks Alan)

Not all members had gotten access to the revised bylaws and club rules so a motion to accept them has been tabled until the May meeting.

A Public Relations committee has been set up. The members are Don Streba, John Shirron and Dave Agar.

Ed Wiess has the loan of the club G2 simulator for the next month.

### New Business:

We are going to have a swap meet at the flying field on May 21 from 9 until 12. This event is open to any one that has things to sell or trade. There will be no flying during this time.

We are having a fun fly on April 22 with a rain day on April 23. It will start at 9 and end at 12. Randy is the CD. There will be no other flying other than fun fly contestants between 9 and 12.

A conversation about having a Control Line circle was tabled. It was suggested that the Control Line flyers come to the next meeting and make a proposal for consideration.

We will be having the Author of the newly released book Live Bait at our June meeting to talk with us about his experiences.

Ted Atmore brought up the issue of Fern Prairie loosing their field in the near future. He also mentioned that they

might want to join forces with our club and become one big club. Jim Taylor suggested that our Board contact Fern Prairies board and get a feel for what they are thinking. President Dave said he would do this. John Shirron is ordering hats and badges and is getting our new flyers out to the hobby shops.

The raffle was won by Larry Tate

The criers raffle was won by Ron Maquire, who has won 2 months in a row, but has not been at the meeting so the pot is growing. At this meeting it was at \$87.00.

Meeting was adjourned at 8:35

Their were no show and tell Airplanes.

Submitted by Gregory Agar, club secretary.



**April Raffle: Model Tech SE-5a .46 ARF supplied by Hobbies Unlimited.**

*Won by Larry Tate.*



**Float Fly anyone?????????**

## Windy Weather Flying

by Clay Ramskill

From the Middle Point RC Flyers, Murfreesboro TN

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 aileron 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 item above 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 size) 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!"

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Ralph Suter's Buffalo Brewster

# On the Safe Side

## Finding the Right Safety Coordinator

by Amy Wilson, AMA Special Services Department

Now that AMA Chartered clubs are required to have a Safety Coordinator, AMA has created this document to assist clubs in finding the best person for the job. We already have a document of suggested Safety Coordinator duties; however, to offer additional assistance to clubs, we have come up with some suggested skills we believe will be beneficial for the Safety Coordinator to possess.

The Safety Coordinator should be a person who will mentor, serve as a role model and educator and a promoter of safety awareness. He should also have the ability to assist in the development of club activities from a safety aspect and provide support in running such activities. It is important to remember that the Safety Coordinator is not the "Club Field Police," rather the person who displays a positive attitude and willingness to teach others in regards to safety at the club field.

### Role Model

An important attribute for a role model to have is leadership skills. A Safety Coordinator should be someone who is very knowledgeable about our hobby, maintains high standards, and displays a positive attitude when dealing with safety issues.

If you lead, they will follow. This statement pretty well sums up how the Safety Coordinator can affect the club. A good leader, with a positive attitude who knows the ins and outs of the club rules and by-laws, will assist in club members gaining trust and respect for the Safety Coordinator. In turn, club members will have an encouraging resource to turn to with any safety issues that may arise.

### Educator

Education, education, education! We can't say this enough. Many accidents and injuries could be avoided if only pilots were more educated on the aspects of safety. Start by looking at a person's interpersonal and communication skills. A Safety Coordinator who can work well and communicate effectively with the club board and members will be more effective in teaching safety than a person not as efficient in this area.

Safety Coordinators should work with the club to develop an ongoing educational plan for the club members. Offering quarterly safety meetings, special safety classes for newcomers, and any additional preventative measures the club finds necessary, would be an important step in creating an effective educational program. The Safety Coordinator would play a leading role in the development and

### Promoter

Promotion of safety within the club is a must and the club will want to look for a good promoter. An ideal candidate for the Safety Coordinator might be a salesman or marketing major. Salesmen promote the product they are selling, and if they have been in the profession for some time, you would assume he/she has ability in this area. A marketing professional would have a knack for promotion, as this profession would require such skills. This is not to say that someone without a background in sales or promotion couldn't effectively be a good Safety Coordinator. However, we believe someone with this type of background would be a bonus to the coordinator position.

Effective safety promotion will encourage members to become more aware of their surroundings at the club field.

### Final Thoughts

When choosing a Safety Coordinator, the club should find a person who will appreciate the importance of creating an atmosphere of safety. Yes, the Safety Coordinator should be responsible for promoting safety first and foremost; however, this person should not be considered the "Club Field Police" and appropriate avenues should be established by the club to handle any safety matters that may surface (i.e. proper steps for the Safety Coordinator to take could be established in the club bylaws).

Good judgment and communication skills are important for your Safety Coordinator to have. The Safety Coordinator will not make the final decision on safety concerns as normally these issues would be voted on and decided by the club board. However, the coordinator should be able to use good judgment, make decisions based on facts, and relay any concerns or observations through the proper channels so the club may make an informative decision and take any needed preventative action.

A Safety Coordinator who has the skills mentioned in this document and does diligent follow-up on safety issues will increase safety throughout the club all the while strengthening our hobby!

As always, we should remember, above and beyond,  
Safety Comes First!

Our Safety Director is **Ted Atmore**. He can be contacted by Email at [tedatmore@yahoo.com](mailto:tedatmore@yahoo.com) or by telephone at (360) 687-4304.

Please feel free to contact him if you have **ANY** safety concerns

Clark County Radio Control Society members shop  
at the following locations

# HobbyTown USA®

8720 N.E. Centerpointe Dr.  
Suite 219  
Vancouver, WA 98665  
(360) 823-0904  
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Phone 503-644-4535  
FAX 503-626-7490  
Email [Tammies@tammieshobbies.com](mailto:Tammies@tammieshobbies.com)



### May's Raffle

Rich Model Works Long E-Z .46 ARF  
Engine: 40 to .46 Two Stroke  
Wing Span: 57"; Length: 39.2"  
Donated by Richard Teeson  
(Thanks Dick)



### Directions:

Exit 9 from I-5 ( Battle Ground Fairground exit) Head west to 2nd Ave. There are two ways to get to the field. Spectators and club members can use the Amphitheater entrance (open from 8 AM. until 9 PM. most days).

If locked club members can use the club entrance off of 2nd Ave. You must be a member and know the

