



Wings and Things

LARCC Meeting Minutes, February 16, 2006

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Meeting was cancelled due to snow storm.

March meeting will be held Thursday, March 16th.

Upcoming Events

March. 16, 2006
LARCC Meeting 7:00

April 20, 2006
LARCC Meeting 7:00

LARCC Information

The Lodi Area Radio Control Club meets on the 3rd Thursday of the month 7:00 at City Limit's Restaurant in Lodi. If you have any questions about the club activities, please contact one of the following members:

- ▶ **President:** Chris Laubmeier (608) 592-3205, Email: slaub@chorus.net
- ▶ **Vice President:** Jeff Kohl (608) 592-5238, Email: m-mlovers@core.com
- ▶ **Secretary:** Sue Laubmeier (608) 592-3205, Email: slaub@chorus.net
- ▶ **Treasurer:** Dave Schroeder (608) 592-5206

Club Dues can be sent to:
Lodi Area Radio Control Club
c/o Dave Schroeder, Treasurer
W11056 Deer Run Dr
Lodi WI 53555

- ▶ **Safety Officer:** Richard Cohoon, Email: racohoon@charter.net
- ▶ **Official Web Master:** Sue Laubmeier (608) 592-3205, Email: slaub@chorus.net
Official Web Site Address: <http://www.larcc.com>
Contact Sue at the above information if you have questions or would like to have something published to the site.

From The Prez

Hi Everyone!

Sorry about having to cancel the February meeting. Due to schedule conflicts I couldn't reschedule the meeting for another night. Thank goodness if there is a meeting that can be called off due to weather...it is February!

I'm totally ready for spring! How about you?? Just when we think flying time is right around the corner...here comes more snow...AAAHHHH.

See you at the meeting!

Chris Laubmeier

Buy-Sell-Swap

WANTED

.61 two stroke engine in good condition

Contact Jeff at Airmech95@aol.com

80cc to 120cc twin gas airplane engine. in the \$500.ish range

Contact Mark S. Johnson 608-617-7254

FOR SALE



Funtana 40

Includes Magnum 91 Engine. Only flown by little old man on really nice days ☺

\$300 Leroy Brandt at lebrandt@charter.net



US AirCore 40 \$25 Great Limbo Plane!!!

Call Chris at 608-592-3205 or slaub@chorus.net

Humor on the Field



"I won't be coming into the office today. I'll be out in the field doing research."

Just in case you've had a rough day, here's an 8 step stress management technique recommended in the latest psychological texts. It really works...

1. Picture yourself near a stream.
2. Birds are softly chirping in the cool mountain air.
3. No one but you knows your secret place.
4. You are in total seclusion from the hectic place called "the World".
5. The soothing sound of a gentle waterfall fills the air with a cascade of serenity.
6. The water is crystal clear.
7. You can easily make out the face of the person you're holding underwater.
8. See, You're smiling already.

Windy Weather Flying by Clay Ramskill

Taken from the AMA Insider, 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.

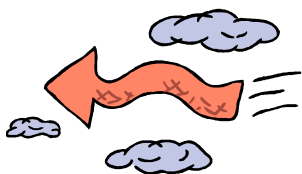
Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

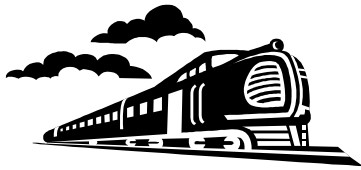
Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

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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RC Airplanes, Trains

Hours 8 – 5 P.M.



Monthly Newsletter of the LARCC

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