



THE WRIGHT STUFF

Newsletter of the Gaston R/C flyers – AMA Club No.480

Nov/Dec 2002 issue

2nd Annual Vernon Haynes Fly-in

November 2nd 2002 proved to be a delightful day to bring together such a large group of Old Timer RC enthusiasts. The sky remained full of old timers, of all designs and of all vintages. We had the opportunity to watch a Folker DR1 and an SE5 take turns chasing each other around the pattern. The fly-in was open to electrics as well. Ron Ewing brought out his impressive collection silent of flight birds. Our friends from Huntersville brought with them a Giant 16 Foot Quaker. The plane was powered by a G62. Unfortunately, they were not informed in time of the fly-in to be able to have the Quaker ready for flight. Maybe they will be kind enough to share her with us next year at the 3rd Annual Fly-in. Larry Parkerson's scratch built Finnegan Fly was truly a treat to see.

November meetings minutes:

David Mays called the meeting to order at 12:00 p.m.

Points of discussion were:

- 1- Litter at the field left by our members

I wish to express my concerns with litter. The use of the flying field is a privilege granted by Gaston County. We need to police our area properly prior to leaving the field. We need to be more aware of our surroundings.

- 2- Field improvements

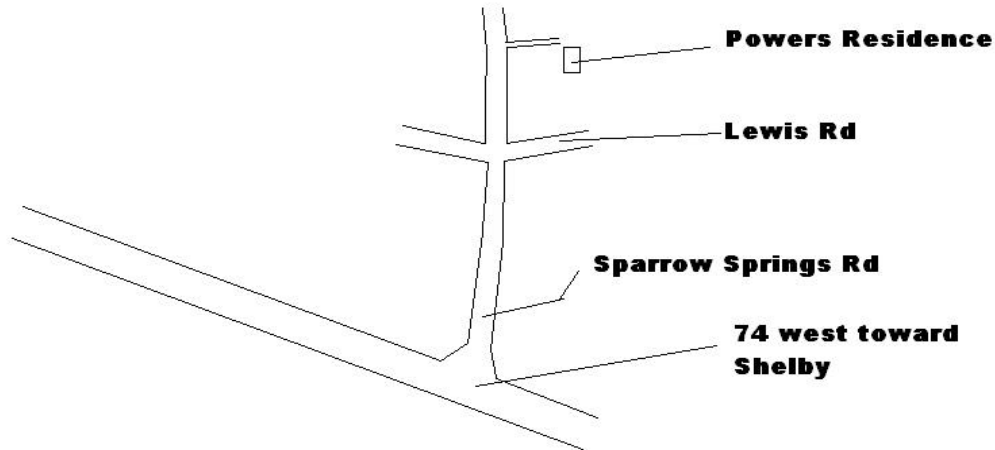
The topic of field improvements was brought up. Funds were appropriated to purchase wood sealant to preserve the tables and awning. Other improvements discussed were to add an addition onto the awning. Plant a few trees on the spectator side of the fence to beautify and provide summer shade. The trees and addition to the awning cannot be completed until the club raises funds through fly-in's in 2003.

President: David Mays	734-0413
V.Pesident: Marty McDaniel	739-0474
Secretary: Mitch Robinson	865-2926
Treasurer: Mitch Robinson	865-2926

Notes:

- 1- Marty McDaniel has personally bought a 55 gallon drum of 10% Nitro Red Max fuel. The price of the fuel is \$7.50 per gallon.
Contact Marty at 704-739-0474
- 2- Next meeting will be Monday December 30,2002 at the home of David Powers. Snacks will be served at 6:45 pm and meeting starts at 7:30pm.
- 3- On the 14th of December the Gaston R/C flyers provided introductory flight instruction to 15 members of the Gastonia Division of the Civil Air Patrol Core of Cadets. The Cadets also launched rockets that they built. The day was comprised of aeronautics and aerospace.
- 4- Tony is very pleased with his Great Planes Patty Extra 300 ARF.
- 5- I wish to ask that someone within our club members take over the position as Club Editor. My traveling and other responsibilities does not give me the time to keep the club properly informed.
Please let me know if you would like to take over as Editor.

Directions to Powers Home



Off of 74 turn onto Sparrow Springs Rd toward Crowders Mountain. Stay straight and continue on Freedom Mill Rd. At 4.5 miles from 74 will be the intersection of Freedom Mill and Lewis Rd. Continue straight and the Powers home is the 4th house on the right. Note: Do not park in Grass. If you need further instruction contact David Powers @ 704-864-2038

I thought the following article would help many of the new members we are pleased to have join the sport of RC.

High Wings Versus Low Wings

by Clay Ramskill

We finally master our high-wing trainer—or trash it, whichever comes first. Maybe then we build a shoulder wing plane. Only after we are somewhat competent at flying do we try flying a low-wing airplane, and then with white knuckles and shaky knees. Why? Just what is it about low-wingers that make them “tougher” to fly? Are they faster? No! All other things being equal, there’s virtually no difference in drag or top speed. The illusion comes from designers’ choice. They tend to put faster airfoil sections and lower aspect ratios on low-wing airplanes, making them speedier. Low-wing airplanes do have some characteristics, compared to high-wingers, that make them more suitable for higher performance aircraft.

1. “Nicer” (and quicker) roll response. This comes from the relative placement of the center of gravity (CG) being closer to the natural roll center of the wing. The CG will be at or only slightly above the roll center of a low-wing, but well below that of a high-wing. Assuming at least a little dihedral, the roll center of the wing will be slightly above the center of the wing. In a roll, the wing (providing the “power”) wants to roll about its own roll center. The rest of the airplane (the “resistance”) wants to roll about the CG. The wider the distance between roll center and CG, the funnier-looking is the roll (i.e., “non-axial”).

2. The low-wing reacts more neutrally to power changes. Our old high-wing trainer, with the thrustline very low, will respond by pitching nose up when power is added, nose down if power is reduced. This contributes to stability with the nose going the way we want it to on a trainer. On the other hand, the low-

winger will be more neutrally stable, without much pitch reaction to power changes. The low-winger will also be more wind “resistant” on the ground, a function of wing height above the wheels. The high-winger will naturally be more “tipsy,” reacting to wind while taxiing and during takeoff and landing.

We must all understand that we’re only talking of tendencies here. There are many other variables that have an impact on the characteristics involved—the designer can juggle these around to get the desired handling. But wing placement is definitely one of the biggies when it comes to establishing how an airplane is going to handle.

via *The Flight Log*
Radio Control Aircrafters of Western New York
Russ Cleversley, editor
West Seneca NY

It is hard to believe yet another year has passed. It is nice having such a place where we can run away from the rest of the world and enjoy a passion for aviation with our comrades. I want to thank you for the support and friendship shared throughout the year.

I want to take this time to wish each and every one of you a wonderful Holiday Season.

Best Regards and Safe Flying

David J Mays



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