



# NEWSLETTER

June 2016

## Club Fun Fly & BBQ 25 June 2016

**Volunteers needed!**

If you would like to help out,  
contact Guy at  
[gvanderlaan@gmail.com](mailto:gvanderlaan@gmail.com)



Beast - Daren Murdoch

29 May 16

### Effect of wind

I'm sure you have heard me say at some point that any aircraft does not know that there is a wind when it is airborne. When flying **model aircraft from the ground**, however, the **perception** is quite different. The model appears to be "taken or blown about by the wind". It does feel turbulence (changes in wind speed and vertical air currents), but in fact it is quite happy as long as the tail is behind the nose and it has enough power and airspeed to keep flying.

Wind is a mass of air moving over the surface of the Earth in a definite direction. When the wind is blowing from the north at 15 kilometres per hour, it simply means that air is moving southward over the Earth's surface at the rate of 15 kilometres in one hour. Any object in this moving mass of air, balloon, glider, airship or aeroplane will also be carried southward at the same rate. Of course, all these aircraft except the balloon also have forward speed so that the actual position is a result of these two factors.

**So far as the aeroplane's flight through the air is concerned, it makes no difference whether the mass of air through which the aeroplane is flying is moving or is stationary.** In reference to the ground, however, an aeroplane or model would appear to fly faster with a tailwind or slower with a headwind, or to drift right or left with a crosswind.

It is a good idea to let your model fly "in trim" to any given point and not compensate for the wind with rudder. Any rudder will produce adverse yaw



Taylorcraft - Don Kinch

29 May 16

### Grass Cutting

Brian Wilson Services Limited has been contracted to cut the infield again this year. He will usually cut after noon on Thursdays, plus or minus a day depending on the weather and his schedule. If you are there when his crew shows, please cease flying and clear the area. Brian does a good job at a good price and it is in our best interest to keep him happy. Your usual cooperation is anticipated and appreciated.

*Brian reports that he has indeed received excellent cooperation from members so far. Thanks guys.*

### Trainer

We have new members who might be interested in a good used trainer type model. If you have one that you would sell, let me know and I'll advise all by email or in a newsletter.

and thus drag that might slow the model at a critical time. Instead, allow extra room for any turn downwind. Allow the model to crab in a cross wind to maintain a track to a given point.

There are **three** main **situations** where models come to grief when flying in wind:

**Slowing down** (reducing airspeed) **on the downwind leg** of a circuit because the model appears to be moving too quickly. When you make the turn to base leg and use a little elevator to keep the nose up, the angle of attack increases enough to produce a stall.

When you have a **crosswind blowing towards you**, the point where you **turn** to base leg should be **further out** than normal. If you do not add this extra distance for the turn to final approach, you could end up in a **square corner**, i.e. having to use excessive bank to avoid overshooting the runway. This could result in the same situation as above except that now you will need even more elevator and you are closer to the ground.

**When landing** in a crosswind, you must **lower the wing into wind when you apply rudder** to align the model with the centre line. If you do not, the model will drift sideways and you might come to grief in the flight line fence or the high grass on the other side. That will happen in 5 seconds if the wind is 11 kph or 3 metres per second (not too bad) and you started your float over the centre of the runway. Easily done if you are carrying a bit more airspeed for turbulence. The same thing will happen if you haven't applied rudder, but the model is parallel to the runway centre line.

*Cwfg*



## Formation Flying



## 2016 Executive

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