

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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Current News

Our Christmas Party (Oops, A holiday party), went very well. Tammi and her family were able to get enough raffle items for the Ladies, that each one was able to get a prize. Thanks very much to Tammi, and Jim Scott for organizing this. This is, I believe, the first one we have had for a number of years. There were about 43 people attending the party held at Mimi's restaurant. We were able to secure a room to ourselves, and we all had a great time. This was a great way to meet and greet fellow members

You will note on the last page of this newsletter, I have included the annual finance report for 2009. I have only included the major categories for the expenses. As you will notice, the club expenses took up a lion's share of all expenditures. These expenses cover things like: pest control, portable toilets and accessories, our new tables, mowing, a generator, new gates, dining and food items for events and other small expenses grouped under club expenses. Much of these expenses are normal recurring annual expenses but we also have a fair amount of expenses that went towards field improvements including the great tables that Jose Macias made for us.

Also, I have set up a second account to put monies into in order to use for large expenses including a major repave of our

runway. Therefore, the total year end carryover for 2009 includes \$10,006.98 in capital and interest held in the secondary account.

The duck season time schedule will be ending after January 31, 2010. During that time, the gates at the field will remain locked until 10:15 am. A sign is posted at the entrance gate stating the above information.

We had a large amount of new members last year. A majority were from the Lodi club when they lost their field. We had a total of 175 active members by the end of 2009. But the new year shows that we have only 133 active members. During the past years, 133 is about the average amount we have at the start of the year and can swell to 150 in a busy year. It appears that with the procurement of new fields for both the Stockton Club and the Lodi Club, has lead to the significant drop in membership from 2009.

January 16, 2010 has been set aside for field clean up (and possibly a road cleanup). With the heavy winds, trash has accumulated on the east end of the field.

For 2010, some improvements come to mind. We will be needing new fabric for our pilot's safety fence as it is looking pretty ragged. Also our center fabric covering between both shade units is looking like it needs to be replaced. We should also get rid of any table, and chairs that out lasted their useful life (things that can be removed during the clean up held January 16th). We will also have to

address the weeds growing in the cracks of the paving on the runway. The weeds, as they grow, will increase the cracks on the runway causing premature wear and failure of the runway surface.

Well, this year starts my 9th year of serving as the Secretary/Treasure and I have seen many changes since I have started. But the most consistent thing I find is that I hear many complaints about various activities or improvements at the field, and I never see these people attend a club meeting. In order to have your petition heard, you must attend the club meetings, otherwise the only complaint that should be addressed is the one about not attending any club meetings. The few people that attend each meeting are the ones that make decisions regarding the club and the field that affect the whole membership. But do not expect all petitions addressed during a meeting to have favorable outcomes. This is part of the democratic principle and must be respected at all cost.

Happy new year to you all.

Steve

PILOTS CORNER

I currently own a Futaba CAP9 radio system on 72 MHz. I recently purchased the replacement module to change the frequency to 2.4 GHz with a matched 8 channel receiver. I was skeptical at first but I figured it is worth it to give it a try. Upon receiving the set, I found that it was a very easy installation in the radio. You just remove the old crystal module from the back of the radio and insert the new module in place. The antenna is attached to the module. Futaba recommends that you remove the old antenna for the only reason that it may get in the way. With the 2.4 GHz module, the old antenna is not active and is not used.

The other thing I noticed, is that the receiver is half the size of the old 72 MHz receiver. But then I realized it didn't matter since if you put it into a plane that has a large amp load from the servos,

you should be using a power box or other isolators that provides separate power to the receiver and the servos. After installing the new receiver in place of the old one, all was ready to see if the transmitter will interface with the receiver. The instructions state that the radio must be switched to PPM mode (standard FM not PCM). After setting up the transmitter, I switched on the airplane to power up the electronics. After a couple of seconds, the receiver linked to the transmitter. Flying the plane did not change with the new radio system and the range was phenomenal. I am quite please with this radio system combination. If you have a computerized Futaba radio on 72 MHz, you might want to try this system as it will leave you with both the capability of having a radio that transmits on both 72 MHz and 2.4 GHz. One word of caution, you need to ensure that you turn on your transmitter before you turn on your plane and the transmitter is close to the plane as you may have another 2.4 MHz radio (Futaba radio) link to your plane. Once you have linked with your plane, no other radio will be able to interfere.

Steve

RC Helicopter Safety Tips

From the Rogue Eagles R/C Club, Medford, Oregon

1. Whenever you start your helicopter, whether it's a nitro, gasser, or electric, always hold the blade grips tightly. If your throttle is not all the way down, or there's a glitch, your helicopter can spin out of control and cause damage.
2. Always stand a minimum of five to ten feet away from your helicopter and never fly toward yourself. Similarly, don't fly around other people or pets.
3. Blade tips can be spinning in excess of 250 mph and a carbon fiber rotor at those speeds can do some serious damage and even cause death.
4. Always disconnect your battery/motor before trying to adjust anything on your helicopter.
5. If a blade separates during in flight, it can fly in excess of 100 feet, so make sure your nuts/bolts are tight.
6. Perform a quick preflight check to make sure everything is as it's supposed to be. Make sure nuts, bolts, and screws are tight, linkages aren't

loose, and your batteries are charged.

7. Don't fly alone if it can be avoided and always have a cell phone or other means of communication available.

8. Don't fly near trees, power lines, or other obstacles.

9. Avoid flying your RC helicopter in close proximity to another helicopter to avoid contact and a potentially fatal crash.

10. Don't fly a nonelectric RC helicopter indoors. The fumes are toxic and not good for your health.

11. Practice new moves on a simulator first for safety and your wallet's sake.

12. When flying on windy days, always fly upwind from your RC helicopter so a gust doesn't blow it toward you. Better yet, don't fly when it's windy out.

13. Don't adjust the radio when your helicopter is powered. If you accidentally reverse the throttle, bad things can happen.

14. Avoid flying your RC helicopter at head height. If something comes loose or there's a glitch

(electrical or human) you're less likely to lose an eye.

15. If you want to manually slow down the blades, do so by adding friction to the button and keep loose clothing and other bodily parts away from them.

16. When walking toward your helicopter, make sure that your transmitter's throttle hold switch is turned on.

17. Only use hardened bolts for any bolt that has a load being placed on it. If possible, stick to stock parts.

18. Program fail-safe settings into your receiver if possible.

19. If you're new to RC helicopters, make sure that an experienced helicopter pilot checks out your aircraft and radio setup prior to your first flight.

Don't fly powerful RC helicopters indoors that were meant for the wide open spaces of outdoors.

2009 Annual Cash Flow Report

Income		Expenses
Club Dues (including initiation fees, field assessment fees, and Donations)	\$10,288.50	Web site
Event income	\$5,802.00	Newsletter
Intrest Income	\$6.98	Club Expenses
Totals	\$16,097.48	Lease Payments
		Charter Dues
		Bank Service
		Event Expenses
		Taxes
		\$12,993.36

2008 Year End Carryover	\$13,451.45
Income	\$16,097.48
Expenses	(\$12,993.36)
Balance	\$16,555.57

**The January Club meeting is scheduled for:
Wednesday, January 13, 2009 at 6:30 pm
at the Police Station at 10th and G sts.**