

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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www.rcflyersunlimited.com

Current News

I would like to extend the club's welcome to our new members.

Phil Alonzo
Glenn Nelson

Please make our new members welcome and give them any help and advice they wish to have.

June 7 and 8 2008, we hosting an IMAC scale aerobatic contest. We had only 14 flyers and 25 mph winds. In spite of the winds we all had a good time. A special thanks to all of the members that helped me make this contest a success. I also participated in the contest flying in sportsman. I was going to fly basic but was asked if I wanted to go up a class. Maybe all of the 42% plane owners were afraid of my 28% model, or that maybe there was one other flyer in the sportsman category. Even though, I crashed my plane in the first round (broken throttle servo arm) and could not fly in the second round, I managed to repair the plane and completed the contest to a very solid second place finish (Did I mention that there were only two flyers in the sportsman category?)

If you have been to the field lately, you will have noticed that the tumble weed plants have taken over the ends and sides of the runway. Before long, we will have to mow these areas so the weeds do not capture

any planes. Early next year, I will have a professional spray company come out and put a pre emergent and weed killer down at the field.

The pattern contest held at the field was interesting in that it rained on Saturday (memorial day weekend). These diehards did not cancel the contest but waited until Sunday. The contest when on without a hitch and they were able to complete the contest in one day. Great Job guys.

Tammi and company put on a great feast during Fathers day. It seemed pretty dead at the field with nobody flying, but when the food started cooking (the ribs), then people started coming out of the wood work. Thanks to all of the people that brought food and to Tammi and her crew for setting up the luncheon.

Our next meet is the 4th of July IMAA meet at the field on July 4th and 5th. Below is an invitation notice by Rene Martin:

GIANT SCALE JUBILEE

**Friday & Saturday July 4th-
5th (IMAA Legal)
Sunday July 6th (for free fly
& float-fly)**

If you were disappointed by the rain-out at Chowchilla- then put a smile back on your face, pack up your new “big-bird” and maybe a float plane and come fly with us. Make it a fun-filled three day event for yourself – you deserve it !!

Highlights: Free R.V. Parking for AMA members, \$15 a night for non-members (sorry no hook-ups). Food and Raffle available.

\$25 pilot donation which includes a fabulous event T-Shirt (for the first 40 pilots) and a Friday night Italian dinner prepared by non-other than J. Rene’s personal chef, Signora T-Amore. Just mention her food to I.M.A.A. V.P. Lockwood and watch him drool like a Basset hound. (\$7 dinner donation for non-pilots).

Please-no jets (it’s too dry!)

PILOTS CORNER

Some Tips and Tricks

When going over your aircraft to tighten bolts, nuts and screws, don't forget to **pull on the control surfaces** to check the hinges. Hinges will & do fail !

No external battery charge socket? Bring the charge lead out and to the opposite side of the exhaust between the wing and fuselage. Not long enough, use an extension.

Trying to get **Oil** out of that wood? Spray CA "kicker" on the area, let set 1 or 2 minutes, wipe off. Repeat if necessary

Consider using metal "locking" clevis at least for your elevator and ailerons! Those plastic / nylon clevises that are provided with most ARF / RTF / Kits WILL fail

Remember the **switch** (off and on) on your aircraft is the most important piece of equipment you buy. Failure = Crash! There are no cheap bargains for this component.

Tarmac

From the Privateers' newsletter, Mills, Wyoming

I have always heard the word “Tarmac” and it was always in reference to a runway. Most of the folks that used the term tarmac generally had 10-15 years of more life experiences. I also noticed these folks, at some point in time, enlisted in one of our armed forces and therefore thought it was a term that came out of the armed forces. Boy was I wrong on that assumption. Let us look into this a little deeper and find out how this name actually came about and what it really means.

First, tarmac is short for tarmacadam, a type of highway surface. In 1901, E. Purnell Hoolley patented this type of material. John McAdam invented macadam, which is a form of pavement. It consisted of crushed granite

or greenstone compacted as subgrade to support the load. This was covered with a light stone to take the abuse and repel water off the road.

In more recent time's macadam construction, crushed rock was then placed on the compacted course and hot tar used to bind together the materials. A final layer was then added and rolled to fill in the spaces.

Originally, macadamized roads were sufficient for horse-and-buggy day. However, these roads were quite dusty and eroded with intense rain. Henry Cassell patented "Pitch Macadam" back in 1834 that helped to stabilize macadam roads with tar.

This process involved spreading tar on the subgrade then placing a typical macadam layer and then sealing the macadam with a mixture of tar and sand. Tar-grouted macadam was also in use well before 1900, and involved scarifying the surface of an existing macadam pavement, spreading tar and re-compacting.

Hooley's patent for tarmac involved mechanically mixing tar and aggregate prior to lay-down then compacting the mixture with a steamroller.

As petroleum production increased, the by-product asphalt became available in huge quantities and largely supplanted tar because of its reduced temperature sensitivity. The macadam construction process also became quickly obsolete because its high manual labor requirement. However, the somewhat similar tar-and-chip method, also known as bituminous surface treatment, remains popular.

While the specific tarmac pavement is not common in some countries today, many people use the word to refer to generic paved areas at airports, especially the airport apron, near the terminals despite the fact that many of these areas are in fact made of concrete.

The Wick Airport at Wick in Caithness, Scotland is one of the few airports that still have a real tarmac runway.

Cash Flow Report

Income		Expenses	
Club Dues (including initiation fees, field assessment fees, and	\$0.00	Port-o-potty service	\$140.00
IMAC Contest	\$513.00	Event Expenses	\$344.05
Pattern Contest	\$320.00	Pest Control	\$40.00
		Shade Parts	\$27.17
		Water Pump	\$129.15
Totals	\$833.00		\$680.37

Last Month's Total	\$9,406.16
Income	\$833.00
Expenses	(\$680.37)
Balance	\$9,558.79

**The July Club meeting is scheduled for:
Wednesday, July 9, 2008 at 6:30 pm
at the Police Station at 10th and G sts**