

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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IMAA Charter# 623

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www.rcflyersunlimited.com

Current News

The annual IMAC aerobatic competition is being held on June 6 and 7, 2009. The field will be used only for the competition during these times. You may fly after the competition each day (generally after 4:00 pm). Friday will also be a practice day for competitors. Friday will still be open for all club members to fly, and the club members will have first priority to fly. But please give consideration to any flyer wanting to practice the IMAC sequences. If you would like to try and compete in the competition, you may contact me at rcfu@rcflyersunlimited.com. Also, I will need help with the score keeping, registration, and general help. Please let me know if you wish to help. Please let me know, thanks.

Jose Macias and his company has made us 10 tables so we can work on our aircraft, at the field. These tables are 32" x 78" x 38" high with edges along the outside of the table to prevent models from rolling off the table. These tables are perfect (because they fit my Aeroworks Extra 260 perfectly). These tables show the high quality of workmanship Jose's workers do and I want to thank Jose on behalf of the club for the excellent job done on these tables. There are five tables under each shade structure, and as we remove an old table, we can have a new table built to replace the old table.

WOW! It looks like we will be having a jet

rally after all. The jet rally will be held July 18 and 19, 2009 at the field, and will be hosted by both our club and the Delta Valley Modelers. A large portion of the event will be sponsored by Tamjets. You can visit them at www.tamjets.com on the web. They are an exclusive company of jet models and accessories.

Thanks again to Jim Scott and Mike Cummins for field maintenance. Jim for mowing with the tractor and Mike for spraying the weeds on the field and its perimeter. We have been trying, unsuccessfully, to get a weed abatement company to spray the perimeter of the runway, the parking area, and the areas on either side of the entrance road. Hopefully we can get a company to come out soon to spray.

I also want to thank Rene and Tammi for helping with the trash collection. Last Sunday, we gathered up a bunch of trash from the back of the storage shed and all of the trash cans around the pit area and hauled them over to the trash receiving facility at the front entrance of the reservoir.

I wonder if we are having a get together on June 21, 2009, Father's Day? It might be kind of nice to have a fun fly day with a provided lunch, etc. If there is no structured event, come out anyway and enjoy both the weather and the lies that are told.

PILOTS CORNER

ON THE SAFE SIDE

101 Ways to Stop a Spinning Propeller
by Don Nix, *Insider Safety Column Editor*

Unfortunately, we are limited to only a single safe one: Stopping the engine.

Yeah, yeah. Everyone knows that. Right? Well, if so, then why are more than half of all model accidents caused by model propellers—while turning? Because we do very stupid things sometimes. Because we get careless. Because we get too casual. Because we are inexperienced. Because we are so experienced we think common sense safety is for beginners. Because, because, because. Well, that be the cause!

K&B engines might not be very familiar to newcomers to the hobby, but oldsters will remember that K&B was the leading American manufacturer of model engines for decades, having been started by Johnny Brodbeck back in 1946.

About 20 years ago, I was flying at the pilot's station next to one occupied by my good friend, John Brodbeck; the "B" of K&B engines, and son of Johnny, the founder. John was test flying an engine sent in by a customer seeking a solution to a puzzling problem. (Yes, company owners really used to do such things.) John had made a couple of laps around the field, but felt the engine was too lean, so he landed and taxied to the front of the pit to change the needle setting.

Now here's a fellow who is the owner of a model engine company, who had probably been weaned from Mama Brodbeck to a baby bottle filled with glow fuel, and had been around and using model engines since the earth cooled. One would think he would be extra careful; be sure the model was secure and tune the engine from behind. Instead, wanting to get on with the test, he reached across the propeller from the front. I can tell

you it stopped the engine. However, flying was over for the day for both of us because I had to drive him to the emergency room to have a deep 3-inch gash in his forearm neatly stitched.

Yes, he was hurt, but said the worst pain was the embarrassment of being an engine manufacturer who would do such a dumb stunt (his words, not mine) at Southern California's busiest flying field in front of about 60 modelers.

My guess is, there are very few modelers who have been flying more than a couple of years who have not donated a little blood and possibly flesh to carelessness with propellers. For some of us, once is enough. Others have a little slower learning curve. It would be bad enough if their carelessness just injured themselves, but all too frequently an innocent person is hurt; sometimes more than just stitches.

I think I'll cut this column shorter than I had planned to allow you faithful readers (all six) to submit some of your own experiences that might quite possibly make others think twice before doing something stupid, ill-advised. Always glad to hear from you: flyerdon@aol.com or flyerdon@yahoo.com. You will get a reply.

Tips & Tricks

Sandblaster Sandpaper and Foam Sanding Blocks

There has been some recent discussion on SAM Talk about the merits of a 3M product called Sandblaster Sandpaper. It's available at Sherwin Williams Paint Stores and at Home Depot, and is supposedly superior to all other forms of sandpaper. It doesn't like getting wet or high humidity—not usually a problem in Southern California. But it's said to last for a long time and cut very well. The SAM Talkers had another tip about a source for sanding blocks. Apparently paint

and dry wall stores carry white foam sanding blocks that are about a foot long and two- or three- inches wide. The back of the block is molded in a curved shape to fit your hand. The large block would be just the ticket for sanding an old timer wings, and the foam backer wouldn't tend to dig in. Of course you can chop that foam block up into just about any shape you want for smaller sanding blocks.

—From the *Southern California Ignition Flyers newsletter*

Tail Weight

During the process of building your next masterpiece, it may become apparent that tail

weight is required. Lead weight for fishing lines is available at most sporting goods stores in the form of round (about 1/8-inch diameter) strips, several inches long. The strip lead is easy to cut up and embedded in the model during construction. For example, strips of lead inserted under the triangle stock can be used to reinforce the fin or stabilizer on most model designs. It can also be inserted into wing tips to provide lateral balance.

—From the *Concord Skyhawks, reprinted in Schoolcraft Skyhawks R/C Airplane Club newsletter*

Cash Flow Report

Income		Expenses	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$0.00	Port-o-potty service	\$140.00
Raffel Income (included in above)		Newsletter	\$88.00
		Food and Raffel (past event)	\$254.28
		IMAC trophies	\$379.32
		Tables	\$1,200.00
		Generator	\$515.85
		Transfer to savings	\$3,000.00
Totals	\$0.00		\$5,577.45

Last Month's Total	\$9,980.15
Income	\$0.00
Expenses	(\$5,577.45)
Balance	\$4,402.70

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