

# Radio Control Flyers Unlimited

## Flight Plan

AMA Charter # 1442

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IMAA Charter# 623

Sec/Treasurer: Steven Howie - 209-847-0567

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[www.rcflyersunlimited.com](http://www.rcflyersunlimited.com)

### Current News

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

Dan Domingo.

Please make our new member welcome and give him any help and advice he may wish to have.

We will be having our annual IMAC contest on June 5 and 6. I will be hosting this event representing the club. The field will be closed to open flying while the contest is in operation. After the contest is concluded each day, open flying will be available to club members. A few contestants may be coming in Friday prior to the contest. They may be allowed to fly as long as it does not interfere or impact the club fliers. I will need a few helpers for setting up and tearing down tables chairs, etc. We will also need scribes (people to write down scores), and a food preparation staff. I will also need a covered trailer (or motor home) to aid in scoring and operating the computer system. Any help will be appreciated.

We have a new lease for our field. It is similar to the original lease in that it is a 5 year lease with a 5 year extension with the same annual fee. There are some new additions to the lease that pertains largely to the float fly area. One such requirement is that the boat must be currently registered

and there will be an annual boating fee for the use on the lake. Other details will be available as soon as I have the lease to look at.

The last meeting, the membership proposed some short term projects. These are as follows:

Put up the PVC fence along the planted tree line for esthetics (pending approval by the county).

Clean up the road from the top side flat area to the float fly area.

Cleanup of the field area and Eastman Rd. This has been scheduled to June 13th 2010.

The radio impound building needs some repairs including painting.

We will be purchasing a weed trimmer to help with weed control around the float fly area and the area around the flight line and shade structures. Hopefully, it will remain around longer than the last one we purchased.

There will be an electric jet rally held on October 16, 2010. Jose Macias will be officiating. Any questions please call Jose.

Hopefully, we can get the pest control company to do a better job maintaining control of the wasps at the field. We will try and get wasp spray for spot treatments that are needed.

## PILOTS CORNER

### ON THE SAFE SIDE

The Lighter Side of Safety: Revisited  
by Don Nix, Insider Safety Column Editor

A few months ago I wrote about some things I had seen at various flying fields that could have been safety disasters, but happily turned out funny instead. I decided to continue the subject because (1) I've remembered a few more, (2) many seemed to enjoy them, and (3) I drew a blank for a subject this month ... Seemed like good reasons to me.

As I've mentioned before, I've been a modeler since I was six years old, and a full-scale pilot for nearly 51 years. I got into RC a little late in life—back in the mid-1980s—after full-scale began to be almost prohibitively expensive for the average guy. I'm sure readers who also fly full-scale can understand what a humbling experience the transition to RC can be. Suffice to say it took a very long time to get my head out of the cockpit and fly the airplane viewing from the outside.

My late wife was also a licensed pilot, and after I became fairly comfortable with a couple of RC trainers, it was her turn. Things went well for the first few sessions using the buddy box system, but she was a long way from soloing. After a takeoff one day, she said, "My transmitter is out of trim, and I don't feel comfortable enough yet to try to trim it myself." I replied, "Nooo problem. Here, swap transmitters with me, and I'll get yours trimmed up."

*(Rim shock....cymbals....think about it for a minute.)*

An incident some years earlier occurred while I was flying a full-scale airplane, but the lesson learned remains the same as for models. I lived in northern Illinois at the time and did a lot of business flying in my Piper Comanche.

One winter we had a several-week stretch of weather that I didn't care to attempt to fly in even though I was instrument rated. When the

weather finally improved a bit, I departed one day on a long-delayed business trip. I had several thousand hours experience and hundreds in that airplane, but I was quite aware that inactivity for an extended period—models or full-scale—can be dangerous. I went through my checklists very carefully before and after starting the engine, during taxi, and pre-takeoff.

Takeoff and climb to altitude proceeded without a hitch, so I trimmed for level flight, set the autopilot and began to relax, but not for long. My Comanche normally trued out about 180 mph, but after tweaking everything I could think of, I couldn't nurse more than about 155 out of the beast. I stewed and wracked my brain for at least 10 minutes. Remember the cartoons where the little light bulb suddenly lights up over the character's head?

In my special efforts to be very, very careful during takeoff and climbout, concentrating and perhaps too focused, I had neglected to retract the landing gear. I was alone with no witnesses, but shame and embarrassment washed over me.

Lesson: No matter how high one's level of experience, after a period of inactivity use a checklist—all of it.

Back to models. The first good-weather weekend after Christmas was always interesting at my favorite RC field in Southern California. All the people with new Christmas airplanes would show up, many of them beginners. I was hangar flying with a friend one January while we watched a young fellow about 14 getting his new ready-to-fly toy assembled. It was some sort of long-winged motor glider powered by a 1/2 A engine. His mother was standing close by watching sonny boy.

It quickly became obvious the lad had never flown before so my friend, one of our club's instructors, walked over and offered to help. Instead of gratitude, this whiz kid erupted with profanity, suggesting my friend perform an anatomically impossible act on himself.

The instructor said, "Oookay" and walked away. As we watched from the sidelines, the kid hand-

launched the model and immediately pulled full up elevator, which was hooked up in reverse. Amazing how thoroughly and quickly a paved runway can convert a foam ready-built into a pile of packing peanuts.

The ironic part? My friend said to the mother, "Ma'am, that wouldn't have happened if your son had accepted my help." Her response was only slightly less vile than the son's.

Clearly, the needless incident could have hurt someone, so to head off myriad e-mails asking why we allowed the boy to fly: it was a public county park, and we had no authority whatever to control operations; we just suffered the criticism if someone did something stupid or careless.

Afternote: While on a nine-month RV tour of the western states this past year, I visited the flying field at Wenatchee, Washington. This was perhaps the most beautiful RC field I've seen in years, and it was clear safety was high on their list of priorities. Unfortunately, I didn't

make a note of the club name, but you folks know who you are. Congratulations!

Th-th-th-that's all, folks. I could use some suggestions for safety topics, so ring me up at [flyerdon1@yahoo.com](mailto:flyerdon1@yahoo.com).

***A bit 'O Humor***

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

**Cash Flow Report**

<u>Income</u>		<u>Expenses</u>	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$336.00	Port-o-potty service	\$140.00
Raffel intake	\$80.00	IMAC Trophies	\$243.85
<b>Totals</b>	<b>\$416.00</b>		<b>\$383.85</b>

Last Month's Total .....	\$7,300.41
Income .....	\$416.00
Expenses .....	(\$383.85)
<b>Balance .....</b>	<b>\$7,332.56</b>

**The June Club meeting is scheduled for:  
 Sunday, June 13, 2010 at 10:00 am  
 at the RCFU Flying Field, Woodward Reservoir.**