

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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Current News

The club swap meet was held March 31st of this year. Paul Klahn reported that he had sold 18 spaces this year. With the good weather this year, he stated that it was a very good showing. Based on the monies we collected for the swap meet, it was very successful. Thanks to Paul Klahn for organizing this event and all of the other people that helped including the food concession.

The first part of April saw the club's first pylon races at the field. These races were only with the trainers. There were only 5 contestants, but since this is the first race and with more advertising, this should become a popular event. Thanks to Rene Martin, and any others that put this event on, and officiated the race.

April 21st, the club had their first float fly of the year. This included a spaghetti feed prepared by Tammi Miller with the help of some very helpful volunteers. As you may know, a while back, the outboard engine for our float fly retrieval boat was stolen from the storage shed. Therefore, the club members were frantically trying to decide what type and size of outboard we should get prior to this float fly. Jim Scott found an electric trolling motor. After some doubts about using this motor for powering the boat, Jim decided to try the motor and boat in the lake. If this did not work, the club authorized the purchase of a new 5 hp outboard engine. After trying out the electric trolling motor, Jim found that it performed adequately for retrieving of model aircraft.

A little while ago we had a couple of small full sized planes land at the field. This is not a good

idea to have them land at the field, since the asphalt is not very thick and will be damaged by these planes, and there are large "X"s at each end of the field indicated no full sized planes are allowed to land unless it is an emergency. Mike Cummins volunteered to repaint the "X"s. One of them will be moved to the end of the new section of the field.

The membership was concerned that the culvert and drainage ditch at the west end of the runway needed attention. Dennis Crews stated that the ditch and culvert will be serviceable for another year. In the mean time, we will get 20 yards of road base put on the road at the entrance to the field and at the curve at the west end of the runway.

The numeric locks at the field should have the new combination on them. If not, use last years combination until the changes are made.

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

Wally Felahy
Billy Pringle
Carl Kubena
Mac Powell
Dennis Russell
Richard Salter

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

Unfortunately, the field used by the Stockton Club was shut down. It is too bad that this kind of thing happens. It makes it hard for model enthusiasts to find a descent field to fly at without having to travel an extended distance to get there. The Stockton Club's field was looking pretty good prior to the shutdown.

PILOTS CORNER

Three Preventable Sins of RC Flying

*from the Valley City RC Club, Medina, Ohio
by Jim Procise*

One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose an airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps to avoid them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer too. One of the primary benefits of a programmable radio is that it can store settings for several models. With a click of a button, you can call up the setting for the model you're about to fly, complete with trim settings, servo end-point adjustments, servo rotation directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, a reversed rudder and/or steering, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model.

The solution is twofold. One, remember to check the model selected the moment you turn on your transmitter and make sure it matches the airplane you are about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model selected, you'll almost always catch the error if you check the control surfaces before flight.

Having a radio set to the wrong model is the most common cause of reversed ser-

vos, but it's not the only cause. Occasionally we simply forget to program the servo directions before flying a new airplane. Again, make it a habit to check the movement of the control surfaces before every flight and you'll head off disasters before they happen.

Improperly Located Center of Gravity

Balance is important in full-scale airplanes, but it is even more important in RC aircraft, where fractions of an inch or so can make the difference between a model that flies well and one that is unmanageable in the air. Most construction manuals or plans specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the recommended CG is at or very near the recommended location. If necessary, add lead weight to the nose or tail to achieve the recommended CG. Often, instead of adding weight, achieving the desired CG can be accomplished by moving the receiver battery forward or backward. Always check the CG with an empty fuel tank. If your airplane has retracts that fold backward (like the F4U Corsair), check the CG with the wheels up. Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter battery, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you are not sure whether they are charged.

Most transmitters have built-in volt meters; don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive expanded scale voltmeter (which should be a part of every flight box). Remember, low batteries lead to crashed airplanes. This is one case where an ounce of prevention is worth a pound of cure.

Are You Infected?

from Aero R/C Club, Lennon, Michigan

If you can answer yes to more than five of these questions, then you may have a serious infection called RC Hobbytox.

- I need another radio (add a yes for every radio over five).
- I have more than one large box of scrap balsa.
- I save pieces of MonoKote that are as small as a square inch.
- I keep broken propellers.
- \$200 for a four-cycle engine is worth it because it sounds twice as good as a two cycle.
- I have more than three airworthy airplanes.
- I have parts to airplanes that are not functional and never will be.
- I need a more powerful engine.
- I have considered buying a new vehicle so I could buy larger airplanes.

- I recognize my spouse and children less than two out of three times. Two yes responses if you just noticed that they left at the start of last flying season.
- I have snow skis for my airplanes.
- I wish twin-rotor helicopters were more of a challenge.
- I can guess the RPM of an engine within five revolutions.
- I have a still in my basement, but only to make fuel.
- I have never noticed the model holding the model airplane in advertisements.
- I have deliberately crashed an airplane so I would have an excuse to buy a better model.
- I bought a DVD player just to watch model airplane videos.
- I visit hobby shops when on vacation instead of going to the beach.

Cash Flow Report

<u>Income</u>		<u>Expenses</u>	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$406.50	Port-o-potty service	\$75.00
Raffel intake	\$106.00	Raffel Expense	\$0.00
Swap meet	\$459.00	Newsletter	\$80.00
		Pest Control	\$40.00
Totals	\$971.50		\$195.00

Last Month's Total	\$14,493.23
Income	\$971.50
<u>Expenses</u>	<u>(\$195.00)</u>
Balance	\$15,269.73

**The May Club meeting is scheduled for:
Wednesday, May 9, 2007 at 7:00 pm
at the Police Station at 10th and G sts**