

# Radio Control Flyers Unlimited

## Flight Plan

AMA Charter # 1442

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### Current News

When locking up the gate, please ensure that both locks are attached such that one lock or the other can be unlocked to open the gate. In the past, the gate was being locked up with only one lock attached and the second lock just dangling on only one side of the chain.

When you leave the field make sure that all of the stuff you brought in, including trash and equipment) gets collected and taken with you. There has been some issues with trash being left behind at the field.

When you are at the field, please make sure that nobody drives on the paved portion of our field. There is a lot of clay under the pavement, and will cause the asphalt to buckle and sink. This includes any type of vehicle conveyance. We need to protect the field for years of great service for our pilots.

For future pylon races, we decided to get a heavy duty canvas tarp to use instead of the carpet being used now for the start station. It will last a lot longer and a lot easier to setup. Also the cost was minimal for the use we will get from it.

Next Pylon race is scheduled for 8/20/16 and 8/21/16. Lunch and pot luck dinner were discussed. Further info on that TBD.

Pattern Fly scheduled for 10/22/16 and 10/23/16. Dick Belden contact person. We will need volunteers for lunch etc.

We had some web site problems lately. It

turns out that a pharmacy site address was inserted into the each page of the web site. I have since found and deleted those addresses. Plus, I have updated the software of the web site to help prevent future problems. If you see a problem or an issue on the web site, please send to [rcfu@rcflyersunlimited.com](mailto:rcfu@rcflyersunlimited.com).

Dave Vickers has taken one of our tables to get repaired (a new top). Thanks to Dave for taking on this project.

Dave discussed the field paving and the problems and solutions that were involved. Because of the clay underneath the pavement, the equipment to be used for the paving would not work without tearing up the existing asphalt. Therefore, after the repairs of the damaged spots, the field was slurried with base coat and a couple of finish coatings. It looks pretty good and we should get many years of use from it.

### PILOTS CORNER

#### Revised Aviation Dictionary

- **ALTERNATE AIRPORT:** The area directly beyond the active runway when the engine quits on take off
- **ALTIMETER SETTING:** The place where the altimeter sets. Usually hidden by the control column during a near-minimums instrument approach.
- **BANK:** The folks who hold the mortgage on your aircraft.
- **BI-PLANE:** What you'll say to your bird if flying costs keep going up
- **CARBURETOR ICE:** Phrase used by pi-

lots when explaining accident caused by fuel exhaustion.

- **"CLEAR"**: Warning shouted two seconds after hitting the starter button.
- **CONTROL TOWER**: A small shack on stilts inhabited by government pensioners who can't hear. When they become blind, they are sent to centres.
- **CRITICAL ALTITUDE**: Minus six feet.
- **CRITICAL ENGINE**: That part of your airplane which used to be under the cowl, but is now in intensive care at the maintenance shop.
- **DEAD RECKONING**: You reckon correctly, or you are.
- **DE-ICER**: A device designed to operate under all weather conditions, except icing.
- **ENGINE FAILURE**: A condition which occurs when all fuel tanks become filled with air.
- **FIREWALL**: Section of aircraft especially designed to allow all engine heat and smoke to fill the cockpit.
- **GLIDING DISTANCE**: Half the distance from your present position to the nearest decent landing area at the time of complete power failure.
- **GROSS WEIGHT**: Maximum permissible take off weight, plus an extra suitcase, a case of bourbon, rifle, ammo, golf bag, bowling ball, and diving weights.
- **HOLDING PATTERN**: The term applied to the dogfight in progress over any radio facility serving a terminal airport.
- **RANGE**: Five miles beyond the point where all fuel tanks have become filled with air.
- **WALKAROUND**: What you do when waiting for weather to clear.
- **LANDING FLAP**: A 4000' roll out on a 3000' runway.

## Rules of Flying

When a flight is proceeding incredibly well, something was forgotten.

*(Robert Livingston, "Flying The Aeronca")*

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

*(Layton A. Bennett, "Never fly the 'A' model of anything")*

When a prang seems inevitable, endeavour to strike the softest, cheapest object in the vicinity as slowly and gently as possible.

*(Advice given to RAF pilots during W.W.II)*

The Cub is the safest airplane in the world; it can just barely kill you.

*(Attributed to Max Stanley, Northrop test pilot)*

A pilot who doesn't have any fear probably isn't flying his plane to its maximum.

*(Jon McBride, astronaut)*

If you're faced with a forced landing, fly the thing as far into the crash as possible.

*(Bob Hoover)*

If an airplane is still in one piece, don't cheat on it; ride the bastard down.

*(Ernest K. Gann, advice from the 'old pelican')*

Though I Fly Through the Valley of Death I Shall Fear No Evil For I Am 80,000 Feet and Climbing.

*(Sign over the entrance to the SR-71 operating location on Kadena)*

You've never been lost until you've been lost at Mach 3.

*(Paul F. Crickmore)*

Never fly in the same cockpit with someone braver than you.

*(Richard Herman, Jr., "Firebreak")*

There is no reason to fly through a thunderstorm in peacetime.

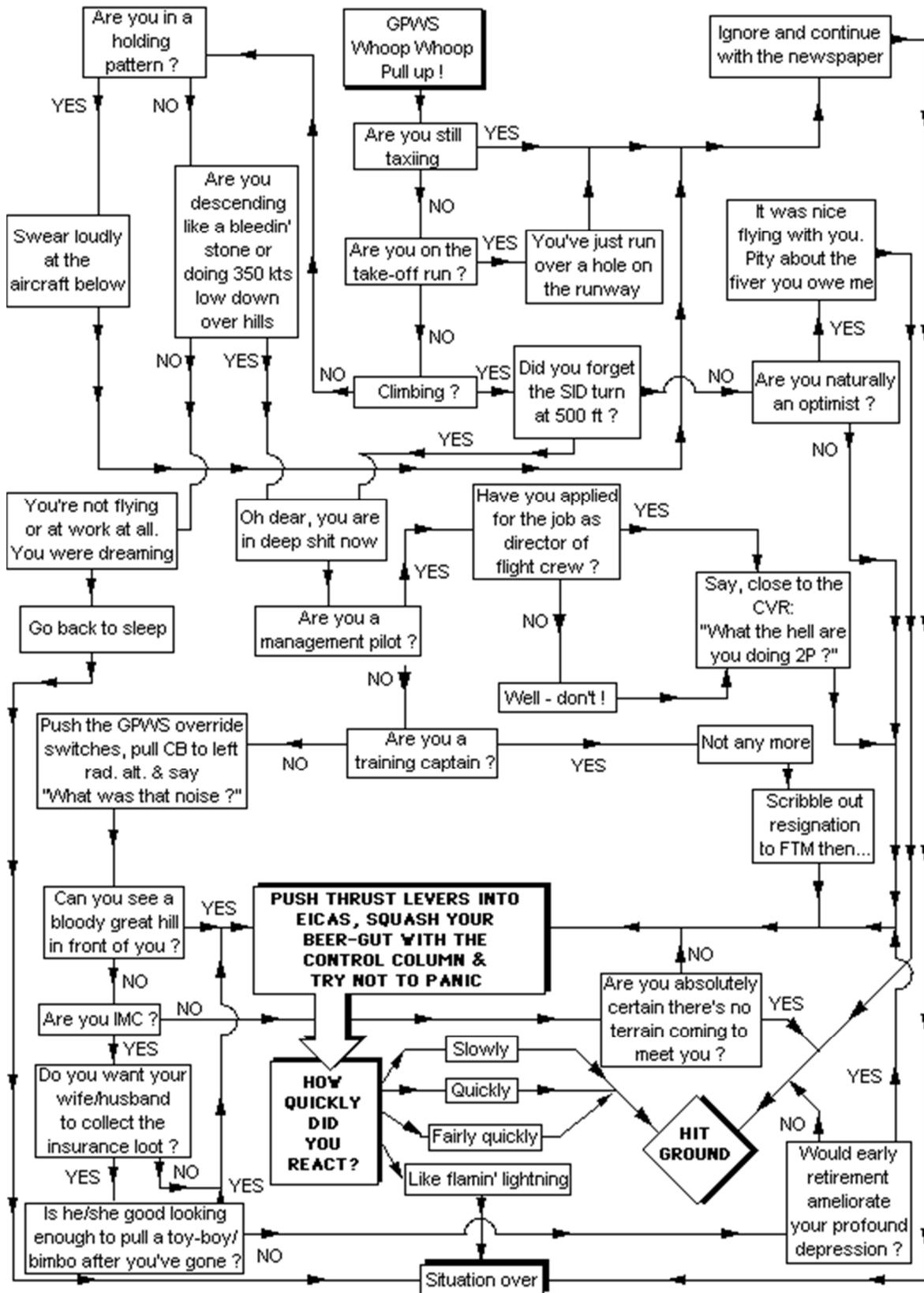
*(Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970)*

The three best things in life are a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time.

"Now I know what a dog feels like watching TV."

*(A DC-9 captain trainee attempting to check out on the 'glass cockpit' of a A-320)*

# GPWS Flow Chart by Les Bolton



**The August Club meeting is scheduled for:  
 Thursday, August 11, 2016 at 6:00 pm  
 at Casa De Modesto, 1745 Eldena Way, Modesto**