

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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www.rcflyersunlimited.com

Current News

We had our 2015 Christmas Dinner at Mimi's in Modesto on December 5, 2015. It was great and the room was pretty full of club members and family members. I would like to thank Larry Maxfield or Steve Mesker for their hard work.

The club officers for 2016 are as follows::

President Steve Mesker

V. President Dave Vickers

Secretary Steve Howie

Treasure Joel Marriam

The club swap meet will be held March 26, 2016. Contact Paul Klahn at 209-962-6404 for information.

Well, this is the first year with the raised dues since the club was formed. It seems it may have solved some issues but created others. Here are the numbers of the membership.

In 2015, we had 145 active members. Of those 70 were seniors. As of 1/1/2016, there are a total of 85 active members, where 33 members are past senior members. As of now we have a reduction of total membership of 42%. And with the removal of senior status, there have been a 53% reduction of past senior members. Currently this means that although the annual dues revenue is similar from 2015 and 2016, we show that most of the membership reductions were from past senior members as expected.

PILOTS CORNER

Gas Model Airplane Shopping Tips (RTF, ARF, Kit)

RCGroups.com

Gas Radio Controlled Planes are more complicated, and which can be found in many different variations all suiting different levels of skill and passion. So it is probably a good idea that only more experienced fliers fly gas planes.

Gas model airplane

Gas planes usually have more expensive maintenance costs, as well as greater start up costs as opposed to electric planes. Gas planes are also difficult to learn how to fly, so When choosing the right gas plane, you will need to decide if you are going to need an instructor or if are you going to learn by yourself. If you are a beginner you should get a trainer gas rc plane, as this type of plane will help you to learn good flying skills. There are a number of options which you should look at when buying a gas radio controlled plane:

- *You should choose a trainer gas plane if you are a beginner
- *Wings should be high up on the fuselage above the cabin area
- * wing should be large because more lift is created and will make the airplane fly slower
- *Look for tricycle landing gear to make landings easier
- *A flat bottom wing air foil section for better lift
- *Buy a 4 to 6 channel transmitter now
- *The bigger the plane, the easier it is to fly

Ready to Fly Gas RC Planes(RTF)

Picking out the right gas rc plane is very important as you don't want to waste your time and money on bad ones. Not too many years ago remote control

airplanes required hours and hours of building but now it also comes in a popular ready-to-fly kit (RTF). Some would argue that it takes all the fun away not building it yourself. This is though a matter of opinion whether you like the flying or the construction itself. Especially for the beginning remote control airplane hobbyist there are several advantages to the ready-to-fly planes.

Ready-to-fly pros and cons

Firstly, the remote control airplanes tend to be cheaper so it's not the end of the world if you go crash it. Secondly, many of the models come in aerodynamically stable models that are not too advanced to control for a beginner. Although this means that you might get bored later it still it's good idea (and cheaper!) to start easy. And thirdly, they are of course easy to go fly right away for those of you that tend to be impatient ;0)

Almost Ready to Fly Gas RC Planes(ARF)

Many Model RC airplanes come as almost ready-to-fly kits. And An experienced flyer may kind an almost ready to fly gas plane is perfect. Gas planes fly longer, go higher, and are more stable. The difference from the ready-to-fly kit is quite obvious: It takes a bit more work from you, but not very much. You'd typically spend somewhere between 10 to 30 hours building it.

HUMOR

Aviation Dictionary

Airspeed: Speed of an airplane. Deduct 25% when listening to a Navy pilot.

Bank: The folks who hold the lien on most pilots' cars.

Cone of Confusion: An area about the size of New Jersey, located near the final approach beacon at an airport.

Crab: The squadron Ops Officer.

Dead Reckoning: You reckon correctly, or you are.

Engine Failure: A condition which occurs when all fuel tanks mysteriously become filled with air.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance: Half the distance from the air-

plane to the nearest emergency landing field.

Hydroplane: An airplane designed to land on a 20,000 foot long wet runway.

IFR: A method of flying by needle and ripcord.

Lean Mixture: Nonalcoholic beer

Nanosecond: Time delay built into the stall warning system.

Parasitic Drag: A pilot who bums a ride and complains about the service.

Range: Usually about 30 miles beyond the point where all fuel tanks fill with air.

Rich Mixture: What you order at the other guy's promotion party.

Roger: Used when you're not sure what else to say.

Service Ceiling: Altitude at which cabin crews can serve drinks.

Spoilers: The Federal Aviation Administration.

Stall - Technique used to explain to the bank why you car payment is late.

P = The problem logged by the pilot.

S = The solution logged by the mechanic.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: No. 2 propeller seeping prop fluid.

S: No. 2 propeller seepage normal. Nos. 1, 3 and 4 propellers lack normal seepage.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on backorder.

P: Autopilot in "altitude-hold" mode produces a 200-fpm descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what they're there for!

P: Transponder inoperative.
S: Transponder always inoperative in OFF mode.

P: The T/C ball seemed stuck in the middle during my last turn.
S: Congratulations! You've just made your first coordinated turn.

P: Suspected crack in windscreen.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.

P: Radar hums.
S: Reprogrammed radar with words.

P: Mouse in cockpit.
S: Cat installed.

P: Radio switches stick
S: Peanut butter no longer served to flight crew

P: Screaming sound in cabin at start-up
S: Company accountant deplaned

P: Funny smell in cockpit
S: Pilot told to change cologne

P: Aircraft 2,400 lbs over max weight
S: Aircraft put on diet of 92 octane

P: #3 engine knocks at idle
S: #3 engine let in for a few beers

P: #3 engine runs like it's sick
S: #3 engine diagnosed with hangover

P: Brakes howl on application
S: Don't step on 'em so hard!

P: Radio sounds like a squealing pig
S: Removed pig from radio. BBQ behind hangar tomorrow

P: First class cabin floor has a squeak
S: Co-pilot told not to play with toddler toys in cabin anymore
divorce

Cash Flow Report

Income		Expenses	
Club Revenue (including initiation fees, field assessment fees, Donations, and Events)	\$4,061.00	Bank Charge	\$16.00
		Toilet Rental	\$140.00
		Field cleanup and Raffle	\$240.49
		Newsletter	\$98.00
Totals	\$4,061.00		\$494.49

Savings	\$20,028.85
Last Month's Total	\$5,499.50
Income	\$4,061.00
Expenses	(\$494.49)
Balance(end of year).....	\$29,094.86

**The January Club meeting is scheduled for:
Wednesday, January 13, 2015 at 7:00 pm
at Casa De Modesto, 1745 Eldena Way, Modesto**