



# THE **ROCKET CITY RADIO CONTROLLERS, INC.** NEWSLETTER



... an AMA Award of Excellence Club!

*Proudly serving the Huntsville community at the Captain Trey Wilbourn Model Airplane Field..*

**P. O. Box 2163**

**Huntsville, AL**

**July, 2009**

Officers		
President Tony Coberly president@rocketcityrc.com		882-7193
Vice President Jon Lowe vicepresident@rocketcityrc.com		464-0802
Secretary John Roberts secretary@rocketcityrc.com		883-8722
Treasurer Skip Andrews treasurer@rocketcityrc.com		851-6015
Newsletter Editor Mike Norton newsletter@rocketcityrc.com		653-6632
Committee Chairs		
Field Tony Coberly field@rocketcityrc.com		882-7193
Programs Jon Lowe programs@rocketcityrc.com		464-0802
Publicity Ed Hood publicity@rocketcityrc.com		859-1811
Safety Jon Lowe (Chair) safety@rocketcityrc.com		464-0802
Web Editor Mike Jones webeditor@rocketcityrc.com		(615)885-8817
Flight Instructors		
Wayne Gladden	By appointment	881-6048
Mike Norton	By appointment	653-6632
Tony Coberly	By Appointment	882-7193
Rick Grim	By Appointment	503-5847
Pete Wick	By Appointment	883-7571
Bill Mitchell	By Appointment	650-5181

# Prez Sez

Well, don't forget to vote this month! The Bylaw changes have been proposed and the vote is this meeting. If you cannot be there, please send in your absentee ballot in the back of your June newsletter. You may copy the June newsletter from our web site, if needed.

Remember to keep an eye on your fellow flyers while at the field. The heat has been brutal these past several weeks, so drink plenty of fluids and stay safe!

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## Minutes for the June 2009 RCRC General Membership Meeting

The meeting was called to order at 7:00 pm on June 6th, 2009. A quorum of the membership was present.

**Board members present:**

President, Vice President, Secretary.

**Guests:** None.

**New members:** None.

**Treasurer's report:**

The treasurer's report was not available due to the absence of the treasurer.

**Board Announcements:**

The President reminded everyone that the July general membership meeting is where and when the vote on the bylaws will be conducted. Mail in votes are allowed .

Tony also noted that Mike Norton, newsletter editor, is scheduled for bypass surgery, details of when were not available.

Tony also discussed the pending attempt by the board to gather input from the members on desired changes to the club's contract with the city. The result would be an effort by the board to have the contract revised.

It was noted that the Membership Drive Day was canceled due to a conflict with a Boy Scout event. The Boy Scouts were the main target of this event. The event will be rescheduled for October

**Old Business:**

It was noted that the weather station was on order. Delivery status was unknown at this time.

The city has still not approved the drawings for the handicap ramp

**New Business:**

A motion was made and approved to place the Bob Tackett plaque on the memorial wall. The motion was approved.

A motion was made to approve the May General Membership Meeting Minutes as published in the news letter. The motion was approved.

The program for the meeting was a short video on safety , courtesy and common sense at the flying field .This was followed by a short video of Peter Wick's Cookie Monster devouring poor Jim Minninger's plane in the sky above RCRC field. Or did Jim's plane do the devouring?

The meeting was adjourned at 7:45 pm

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## Minutes for the July 2009 RCRC Board of Directors Meeting

The meeting was called to order on July 7, 2009, at 18:30.

**Board Members present:**

President, Vice President, Secretary, Treasurer, News Letter Editor.

**Guests:** none.

**Old business:**

The club is still awaiting approval from the city for the handicap ramp for the club house.

The weather station should be installed before the general meeting. The delay is due to a back order for some of the components.

**New business:**

The event schedule for 2010 was initiated. The only event so far on the schedule is the club day on May 8, 2010. Additional events will be added at the request of the events CD.

A meeting will be held between, with the city attorney , the club's president, and vice president to discuss changes to the contract between the city and the club. The meeting is tentatively scheduled during the third week in July

The meeting was adjourned at 19:15.

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## ON THE SAFE SIDE

**101 Ways to Stop a Spinning Propeller**  
**By Don Nix, Insider Safety Column Editor**  
**From the May,2009 AMA Insider**

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, er, ill-advised.

Always glad to hear from you: flyerdon@aol.com or flyerdon@yahoo.com. You will get a reply.

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*Although I hate to admit it, I recently found way number 102 to stop a spinning propeller. I was at the field with my Ugly Stik. I had a neck strap hanging down, which I noticed after starting the engine. I reached for the swinging hook, and got the propeller.*

*This is my second episode. The first time, the propeller was spinning faster, but the result was the same – a trip to Crestwood hospital for some stitches. I feel quite fortunate to have use of both fingers. (Yes, the first episode got the index finger on my right hand, and the second one got the index finger on my left hand.)*

*Mike Norton, newsletter editor*

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## A NOTE FROM AMA INSIDER'S TECHNICAL EDITOR

A short time ago, a modeler wrote Ed McCollough (your humble technical editor) the following:

*"Noticed and noted on the foot of page 66 of March Model Aviation underneath the picture of the Spektrum/JR flight logger, it is recommended that six-volt battery packs be used on ALL 2.4GHz receivers.*

*Called Horizon Hobby on the phone; they confirmed this statement. It was suggested the same six volt usage for other brands also.*

*Would like to suggest the general membership be made aware of this when 2.4 GHz receivers are used in glow/gas airplanes/helis to preclude possible in-flight loss."*

When I read this, I agreed with him and wrote him I would get on the problem. Please, read what he wrote and consider it very, very carefully. Unfortunately, the answer to his question hasn't been that quick or easy, but for the time being, here it is:

If you are flying a 2.4 GHz system, follow the manufacturers' specifications for the voltage. If you are using a separate voltage pack for the receiver, be absolutely sure it has enough voltage to run the receiver. A common 5.0-volt receiver pack may not have sufficient voltage to run your particular receiver. Actually, if you used a six-volt pack and it was adequately charged, it should be sufficient, regardless of the manufacturer.

There is one problem, when using a six-volt pack if it isn't required by the manufacturer of your system. That problem will likely happen if you are using digital servos. If you drive some digital servos with six volts, there is a high probability you will damage the servos because of the higher voltage. Remember, if the servos fail, it won't make much difference that your receiver is still working.

You always need to be flying with a functional receiver pack, one that is as close to fully charged as possible. Remember, insufficient volts to the receiver and you crash.

Lastly, as in all things, and in all cases, read the instructions.

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*This is your newsletter editor again. I have flown the Spektrum series of receivers with 4-cell flight packs without any problems. I have always been paranoid about the state of charge, and may have dodged a bullet for this reason alone. However, I have trouble believing that there is a problem here that I have not encountered yet. If you have had a problem with Spectrum receivers, the JR 2.4 GHz receivers or the Futaba FASST receivers, please send me a note, and I will publish it.*

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**UPPER CUMBERLAND RADIO CONTROL SOCIETY  
COOKEVILLE, TN**

# ELECTRIC FLY-IN



**SATURDAY, JULY 25, 2009**

**FLYING ALL DAY (or until we get tired)**



**LOCATION: UCRCS Flying Field - Check UCRCS web site  
for directions to the field:**

<http://www.ucrcs.com/ourfield.htm>

**OPEN ELECTRIC FLYING of any size to all AMA  
Members. Visitors & spectators welcome**

**LANDING FEE: \$10.00 (includes BBQ lunch)**

**PILOTS' REGISTRATION & MEETING: 9:00 a.m.**

**ELECTRIC FLYING BEGINS after Pilot's Meeting  
Electric Flying only until 3:00 p.m.**

**OPEN FLYING - Fly anything (gas/nitro or elect)  
Beginning at 3:00 p.m.**

**FOOD WILL BE AVAILABLE**

**BRING RC ITEMS TO SELL**

**COME JOIN WITH UCRCS FOR A FUN DAY OF FLYING  
IN COOKEVILLE, TN**

# 2009 War Bird Event

Rocket City Radio  
Controllers  
Huntsville, AL

CD- Alan Berard 256-417-5499



Visit [RocketCityRC.com](http://RocketCityRC.com)  
for information

Door Prizes to be awarded  
Food and Refreshments available  
Landing Fee \$25  
**SORRY, NO VENDERS ALLOWED**



**July 17<sup>th</sup> and 18, 2009**

Friday at 1200, and Saturday 0800 till 1700  
Spectators Welcomed  
Pilots Meeting at 0800 Saturday  
Overnight Camping Available, no hook-ups

GPS Info:  
34 41.192 N  
86 35.725 W

## Come by the Home field or RCReport Online for our War bird event in July!

## Keep an eye at [RocketcityRC.Com](http://RocketcityRC.Com) all year to see what events are coming up! We would love to see you there!



RCRC NEWSLETTER EDITOR  
 P. O. Box 2163  
 Huntsville, AL 35804

To: \_\_\_\_\_

AMA chartered  
 club since 1964  
 Number 715  
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**July, 2009**

<b>2009 RCRC Event Schedule</b>					
<b>July RCRC membership meeting – July 21<sup>st</sup>, 2009</b>					
<b>August board meeting - August 4<sup>th</sup>, 2009</b>					
‡	July 18 <sup>th</sup>	All Saturday and Sun	RCRC Warbird event	Alan Berard	776-9509
‡	Aug. 8th and 9 <sup>th</sup>	All Saturday and Sunday	RCRC Ballistic pattern event	Gary Courtney	881-7009
‡	Sept. 12 <sup>th</sup> and 13 <sup>th</sup>	All Saturday and Sunday	RCRC AMA Pattern event	Bryan Kennedy	(770)335-2228
‡	November 7 <sup>th</sup>	All day	Toys for Tots fly-in	Bob Walls	830-2352
Events held at Wilbourn Field unless noted otherwise † Field closed to non-participants during this event ‡ Field closed to non-participants from noon onward on the Friday before the event					