



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

January 2010

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Prez Sez

As I write this portion of the newsletter I am sad that the outside temperature has not gone above freezing for some time. I guess there will be no RC flying again today.

However, this is the time of year to cycle all your batteries in the planes and in the transmitters so when flying weather does come along you will be ready. If this is done there should not be the battery failures that turn aircraft into piles of sticks. Hasn't this happened to many of us who have been flying RC for any length of time? I learned a long time ago that a trip to the hobby shop for new batteries is REAL CHEAP insurance!

This is also a good time to be building what you plan to fly next spring. But remember there a few warm days periodically: keep something ready to fly on a moments notice.

I have been talking with the Parks and Recreation representatives about our fuel storage on the field. There has not been a new ruling on the issue yet but I am hopeful that we will get some word in the near future. Apparently the city thought that the fuel was stored in 55 gallon drums. Now they know we never stored it that way during the 10 to 15 years we have had fuel at the field.

Stay warm and hope for some 'semi' warm days that we can get some airtime in.

Peter Wick



Minutes for the December 2009 RCRC General Membership Meeting

The meeting was called to order at 7:00 pm on December 15, 2009. A quorum of the membership was present.

Board members present:

President, Secretary, Treasurer, and Newsletter editor.

Guests: None

New members: None

Field Chair Report:

John Williams reported on his clean up efforts, repair of the security lighting system and the planned clean up and renovation of the memorial area. John also requested that members properly dispose of the trash and help keep the area picked up.

Publicity Committee Report: none

Treasurer's report:

The report was presented by the treasurer. A motion was made and seconded to accept the report as presented. The motion passed.

November General Membership Minutes:

A motion was made to approve the November General Membership Meeting minutes as published in the Newsletter. The motion was seconded, voted on and approved by the membership.

Old Business: None

New Business:

Peter Wick reported on his meeting with Lou Hovater. She is presently checking with the city's legal department on legality for the club to store fuel at the field.

John Williams made a proposal that he be given a petty cash fund of \$350 dollars for use in making material purchases for field maintenance. A motion was made to allow the petty cash fund, seconded, discussed and approved.

The proposal for the BPA contest was presented. Details are as follows:

Dates: August 7th -8th 2010
CD: Gary Courtney
Entry Fee: \$30
Advance from the club \$350.

There was a motion to approve the proposal it was seconded and approved by a vote of the members

Peter Wick reported that Jerry Poplin had volunteered to be the webmaster. He also requested that his membership dues be paid for by the club. There was some discussion whether the bylaws would allow this. The matter was tabled until the bylaws could be reviewed to see if this was allowed.

The program for the evening was a short video on the WWI replica airplane collection that used to be at the Guntersville airport.

A motion was made to adjourn the meeting. It was seconded and approved.

The meeting was adjourned at 7:45



Minutes for the January 2010 RCRC Board of Directors Meeting

The meeting was called to order on January 5, 2010, at 18:30

Board Members present:

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

Guests:

John Bush, Ernie Duffey both representing NARCA

Old business: No old business was discussed.

New business:

The NARCA representatives asked RCRC to work with them on Club 40 Pylon racing. They would like to use the RCRC field for the event. They were requested to work out details and we would review the proposal.

They also agreed to send us a copy of their event schedule and we would reciprocate with ours.

The meeting was adjourned at 18:45.

**Report from the Field Chair for
December 15th, 2009**

The cleanup work is done. We are now looking at ways to make improvements.

- 1) The memorial area is going to be rebuilt using stones in place of landscape timbers, at the approximate cost of \$240.00. Ted Kaiser will lead this project.
- 2) Most of our security lights are not working, so we will be repairing them. If there is an electrician among us that would like to help, please let me know.

ALL MEMBERS -before you leave the field, make sure you are not leaving any trash or broken airplane parts on the tables or the ground.

**Another Airplane
By Mike Norton**

Last fall, I crashed my electric Focus Sport. I plan to build another one, but it is a long time before pattern contests come around. Therefore, I went to Rick's and bought one of the new Funtanas. Mine has a glow engine (2 cycle), although it can be built with a glow 4-cycle, a gas 4-cycle (only Saito offers this powerplant), or an electric motor.

In the instructions, they recommend an Evolution 120 engine. However, being stubborn, I chose an OS 120 engine. Also, they had a complete solution to the fuel tank mounting problem, which I discarded immediately. The tank I chose has a capacity of 325 cc, with independent taps for muffler pressure, fill and drain, and the carburettor feed line. I thought this might be nice, since the engine cowl could have the lines for the muffler pressure and the fill and drain line brought out to fuel dots. Since the engine is mounted on its side, you can run fuel into the muffler with no problem except for the mess it makes on the concrete. I plugged up the hole in the firewall, drilling the plug for the carburettor feed line. All of this was somewhat tedious, but easy to do.

Mounting the motor was another matter. The firewall comes with the blind nuts installed for

mounting the engine. The Evolution engine has a narrower mounting than the OS engine does. The difference is a little more than 1/8 inch. What I did was to knock out the top set of blind nuts, fill the holes with JB Weld, let it set up for 2 days, then drill the new holes too small and just above the point where the motor mounts used to go. I then carefully enlarged the holes, working them over to the optimum position for mounting the motor.

The next problem was to re-install the blind nuts. I made some special tools to make the job easier. These tools could not be maneuvered into position. However, I just put a nut on my finger, worked my way into the position, and drove in the screw that held the motor mounts into position. Believe it or not, I was able to catch the threads and pull the blind nuts up tight!

The motor is mounted, right? Not exactly. One of the features of this motor is that the silencer that comes with it has three different mountings. One of these is to have the silencer sit mounted left to right. My original intent was to mount the muffler this way. However, the muffler pressure tap was blocked by the motor mount. These mounts are molded plastic. In order to make them strong enough to hold a 1.20, they must be fairly thick. A brace on one of the mounts blocks the muffler pressure fitting. It is back to the drawing board.

What I ended up doing was using the extension on the exhaust, which moves the muffler quite a lot lower. (Remember - the motor is side mounted.) The extension is made for this, and is a part of the package as sold by OS. The result is a little clumsy looking and will probably require some lateral balancing. However, the motor should develop full power. (I have broken it in on a test stand. It appears to run well.)

The rest of the airplane went together much more quickly. The only problem I had is that the aileron links were too short. I just bought a 4-40 fully threaded rod and cut the two pieces out of it. One thing - Rick does not have all of the control horns required. I found MPI on the web and ordered some JR horns with 1.25 inch spacing. This is actually better than the horns they recommended, since the instructions call for a 1.25 inch spacing from the servo shaft to the ball joint.

When the time came to balance the airplane, I just bought some lead sticks. I stripped the sticky stuff off the weights and epoxied them in. (Each weight has 6 pieces, each weighing ¼ ounce.) I also placed two ¼

ounce weights on the plywood; there is a layer of glue to seal the grain. I figured that even if these weights came off, the airplane would not crash. The airplane balances a little less than 6-1/2 inches from the leading edge at the root. It is not as aggressive as the balance can be; the limit for the airplane is 6-5/8 inches from the leading edge of the wing at the root.

I have not been out to the field; the weather has been quite poor. However, I hear that warmer days are coming, and I am ready. Here is a picture of the airplane ready to go to the field.



As you can see, I bought a set of Funtana wing bags. I do need to make some tiedowns to keep the airplane from banging itself to death when I am driving to the field.

not unusual to have 50 or 60 fliers at the field and all 12 stations “hot” at the same time. One particular distraction incident remains clear in my memory although it took place more than 20 years ago.

A good friend of mine did a lot of teaching. When newbies came to fly for the first time, they were usually directed to George to get them on the buddy box and start learning. One Saturday, George called me over just before starting a beginner’s engine.

“Don, before I get this fellow on the buddy box, you take his transmitter. After takeoff, I’ll trim mine, then turn it over to you to get his box trimmed out so he won’t have to struggle with it.” I agreed, and after George made a couple of circuits said, “Okay, Don, you take it and trim his box.”

I had control of the model for perhaps a hundred yards when we heard someone scream, “HEADS UP!” followed by the unmistakable sound of a model under full power and, even without seeing it, could hear it was coming toward us.

Naturally, we ducked and a split second later the airplane crashed hard on the pavement three or four yards from our feet. As soon as we realized we had not been hit, our attention turned back to the model we were test flying. This happened to be at a moment when almost all the other stations had models in the air at the same time. The sky looked and sounded more like a swarm of large bees than a model flying field.

Scanning the air for our model, George yelled, “I’ve got it!” quickly followed by, “No, that wasn’t it; I think it’s that one!” The sun was at the point where most of the airplanes in the air appeared to be almost silhouetted against the sky and were hard to distinguish from each another in the flock on the far side of the circuit.

George repeated the phrase two or three times over the next 15 seconds, until it was obvious that none of the models were ours and that it was apparently gone into Never-Never Land out of sight somewhere beyond the trees in the distance. There was nothing to do but hand the owner’s transmitter back to him, tell him we had no idea where his model had gone, followed with a heart-felt apology. Understandably, the fellow was somewhat bewildered and heartbroken, having no idea such a bizarre thing could happen. However, this story does have a happy ending.

Distraction Action

By Don Nix

AMA Insider Safety Column Editor

Once upon a midnight dreary, as I pondered weak and weary....

Actually, it was last night, considerably before midnight, not dreary at all, while I was pondering what to write for this column. Then I began to recall some incidents where distraction at the flying field had caused crashes. Here are two in which I was personally involved.

As I’ve mentioned in past columns, when I lived in Southern California most of my flying was done at Mile Square Park in Orange County. Mile Square was the busiest RC park I ever saw, and quite possibly the busiest in the US. I say “was,” because it was closed to model flying some years ago.

The runway was an abandoned WW II military airfield, the RC part 2,000-feet long. There were 12 pilot stations, and on good weather weekends it was

About a half-hour later, while the owner was packing up his gear to leave, a van bearing the logo of a gas station/auto repair shop came driving up. The driver got out, picked “our” model, totally unblemished, out of the back and asked, “Does this belong to someone here?”

After we got control of our astonishment, he explained: He and another mechanic were working on a car when one of them looked up in time to see the model, propeller stopped, rolling up quietly into an empty service bay. One exclaimed, “Where the (bleep) did that come from?” By then, several had gathered around, and one commented that a lot of such models were flown at Mile Square Park, a couple miles distant, so they decided to give it a try. Obviously, the plane, perfectly trimmed by George, had flown the distance, run out of fuel and glided to a stop, just yards from a busy street.

I realize the above sounds totally unbelievable, but I was there.

There is also a good lesson hidden in that incident. The last time I looked, a couple of lines in the AMA rule book clearly state that each model should have the owner’s name, address, and phone number somewhere on or in it. This is a rule that is rarely taken seriously.

The second incident of distraction disaster took place back in the 1990s after I had moved back to Texas and was living in a small town near Austin. A friend from out of state was visiting, expressed curiosity about RC flying, and I, anxious to show off, said, “Hey, I have permission to fly models at our little local airport. C’mon ... I’ll show you how these things work!”

I took my favorite, a big 1.20-powered aerobatic model. As I was putting the wings on, getting fueled up and ready to go, I was being a smart guy, explaining how everything worked. My friend stroked my ego with admiring comments. I started the engine, taxied to the takeoff spot, shoved the throttle full forward, broke ground and started a great climb-out. What happened next wasn’t pretty.

Almost immediately, the model became uncontrollable, trying to roll from side to side. Within another two or three seconds it rolled on its back, diving straight into the pavement. I was stunned. We went over, picked up the wreckage and took it back to my van. I took the wings off, commenting lamely that

the only thing I could think of was radio interference, which I had never experienced at that field.

I unbolted the wing, lifted it off and reached to disconnect the aileron servo leads from the receiver and found I didn’t have to. In my eagerness to impress my friend and basking in the glow of his comments, I had never connected them.

Having been a full-scale pilot for decades and thousands of flying hours in addition to years of flying RC, I truly believe this was the single, solitary time in either that I never checked for full movement of all the controls before takeoff.

We should never, ever be complacent about safety, no matter what the level of our experience—novice or expert.



C-17 RC Model



People who read the newsletter regularly will notice that some previously solid lines have been replaced with a row of equal signs (=====). It looks a little ragged and I apologize for that. However, the problem is with the pdf995 program that allows me to distribute the newsletter as a PDF file.

It appears that the code for printing solid lines from the Shapes directory is broken. This also prevents us from drawing boxes on ballots, plus some things I will find out about as I exercise various features.



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

To:

AMA chartered
 club since 1964
 Number 715

2010 RCRC Event Schedule					
RCRC membership meeting – January 19th 2010					
February board meeting - February 2nd, 2010					
	May 8 th	All day	Club Day	Alan Berard	256.776.9509
†‡	May 29 th	All day	Big Bird	Mike Norton	256.653.6632
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					