



# THE 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

June, 2010

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Pete Wick	By App	256.883.7571
Bill Mitchell	By App	256.650.5181

# Prez Sez

At last the weather has become warmer and the light remains into the early evening. Now we can hope that the rain will stop soon.

I have not heard any news about the U-control pilots being able to fly at our site and I will check this week with the city to see where this issue is in the legal pipe line. I think that the club membership should vote on the proposal so when the city says that they can fly at the site there will be no more delays. I have been told by the city that all the contract will need is an addendum to allow this to happen.

The runway has been half repaired: the crew filled in most of the cracks with sand. They were going to go back and finish filling the cracks with tar but the pump broke down. The contractor said that he would be back once he got the pump fixed but I don't think he has returned. I will check on this in the coming week.

This month is RCRC's first annual Pylon race on the 26th. I have my plane built (took about 4 hours) and have test flown it several times. I am ready!!! This plane is an ARF and the most difficult task is installing the radio gear. You kind of shake the box two or three times and the craft comes out ready to fly. Just add fuel.

Happy Flying!  
Peter

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## Minutes for the May 2010, RCRC General Membership Meeting

The meeting was called to order at 7:00 PM on May 18, 2010. A quorum of the membership was not present.

**Board members present:** President, Vice President, Secretary, Treasurer, and Newsletter Editor

**Guests:** none

**New members:** None

**Boards Notices:**

**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. The motion will have to be brought up next month due to a lack of a quorum.

Peter Wick, president, announced that the new website is up and running.

Peter also notified the membership that the city workers are in the process of repairing the runway. The equipment broke last week so they will complete the repairs as soon as the equipment is back in service..

The request for the use of the field for control line models has been presented to the city and we are awaiting approval by the city legal department and SWDA. This seems to be only a formality. The recreation department did not expect any objections and they will approve it

**Old Business:** No old business was discussed.

**New business:**

The vote for the change to the bylaws was conducted. The changes were approved by the following margin. For 21 Against 3

The program was a short Video on the AMA expo in Ontario CA.

The meeting was adjourned at 7:45 PM.

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## Minutes for the June 2010, RCRC Board of Directors Meeting

The meeting was called to order on June 1, 2010, at 6:00 pm

**Board Members present:** President, Vice President, Secretary, and Newsletter Editor

**Guests:** None

**Old business:** No old business was discussed

**New business:**

The establishment of the control line circles is awaiting the approval of SWDA

The Meeting was adjourned at 6:15 pm.

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*From the AMA Insider*

### **The Lighter Side of Safety: Revisited** *by Don Nix, Insider Safety Column Editor*

A few months ago I wrote about some things I had seen at various flying fields that could have been safety disasters, but happily turned out funny instead. I decided to continue the subject because (1) I've remembered a few more, (2) many seemed to enjoy them, and (3) I drew a blank for a subject this month ... Seemed like good reasons to me.

As I've mentioned before, I've been a modeler since I was six years old, and a full-scale pilot for nearly 51 years. I got into RC a little late in life—back in the mid-1980s—after full-scale began to be almost prohibitively expensive for the average guy. I'm sure readers who also fly full-scale can understand what a humbling experience the transition to RC can be. Suffice to say it took a very long time to get my head out of the cockpit and fly the airplane viewing from the outside.

My late wife was also a licensed pilot, and after I became fairly comfortable with a couple of RC trainers, it was her turn. Things went well for the first few sessions using the buddy box system, but she was a long way from soloing. After a takeoff one day, she said, "My transmitter is out of trim, and I don't feel

comfortable enough yet to try to trim it myself.” I replied, “Nooo problem. Here, swap transmitters with me, and I’ll get yours trimmed up.”

(Rim shock....cymbals....think about it for a minute.)

An incident some years earlier occurred while I was flying a full-scale airplane, but the lesson learned remains the same as for models. I lived in northern Illinois at the time and did a lot of business flying in my Piper Comanche.

One winter we had a several-week stretch of weather that I didn’t care to attempt to fly in even though I was instrument rated. When the weather finally improved a bit, I departed one day on a long-delayed business trip. I had several thousand hours experience and hundreds in that airplane, but I was quite aware that inactivity for an extended period—models or full-scale—can be dangerous. I went through my checklists very carefully before and after starting the engine, during taxi, and pre-takeoff.

Takeoff and climb to altitude proceeded without a hitch, so I trimmed for level flight, set the autopilot and began to relax, but not for long. My Comanche normally trued out about 180 mph, but after tweaking everything I could think of, I couldn’t nurse more than about 155 out of the beast. I stewed and wracked my brain for at least 10 minutes. Remember the cartoons where the little light bulb suddenly lights up over the character’s head?

In my special efforts to be very, very careful during takeoff and climbout, concentrating and perhaps too focused, I had neglected to retract the landing gear. I was alone with no witnesses, but shame and embarrassment washed over me.

Lesson: No matter how high one’s level of experience, after a period of inactivity use a checklist—all of it.

Back to models. The first good-weather weekend after Christmas was always interesting at my favorite RC field in Southern California. All the people with new Christmas airplanes would show up, many of them beginners. I was hangar flying with a friend one January while we watched a young fellow about 14 getting his new ready-to-fly toy assembled. It was some sort of long-winged motor glider powered by a ½

A engine. His mother was standing close by watching sonny boy.

It quickly became obvious the lad had never flown before so my friend, one of our club’s instructors, walked over and offered to help. Instead of gratitude, this whiz kid erupted with profanity, suggesting my friend perform an anatomically impossible act on himself.

The instructor said, “Oookay” and walked away. As we watched from the sidelines, the kid hand-launched the model and immediately pulled full up elevator, which was hooked up in reverse. Amazing how thoroughly and quickly a paved runway can convert a foam ready-built into a pile of packing peanuts.

The ironic part? My friend said to the mother, “Ma’am, that wouldn’t have happened if your son had accepted my help.” Her response was only slightly less vile than the son’s.

Clearly, the needless incident could have hurt someone, so to head off myriad e-mails asking why we allowed the boy to fly: it was a public county park, and we had no authority whatever to control operations; we just suffered the criticism if someone did something stupid or careless.

Afternote: While on a nine-month RV tour of the western states this past year, I visited the flying field at Wenatchee, Washington. This was perhaps the most beautiful RC field I’ve seen in years, and it was clear safety was high on their list of priorities. Unfortunately, I didn’t make a note of the club name, but you folks know who you are. Congratulations!

Th-th-th-that’s all, folks. I could use some suggestions for safety topics, so ring me up at [flyerdon1@yahoo.com](mailto:flyerdon1@yahoo.com).

Huntsville, Alabama - Rocket City Radio Controllers, Inc.  
invites you to the



[www.rocketcityrc.com](http://www.rocketcityrc.com)

Click on "[April Issue](#) or  
[Previous Newsletters](#)" for  
"Club 40 Racing Rules" when  
visiting "[rocketcityrc.com](#)"



# 1st Annual Pylon Race

**June  
26th, 2010**

Club 40 Racers

**600' x 55'  
Paved Runway**

**NOVICE & ADVANCED  
CLASSES WILL BE FLOWN**

Site: John Hunt / Wilburn Park, RCRC Flying field  
GP **GPS Info:** 34 41.192 N  
86 35.725 W  
[4100 Leeman Ferry Road](#)

**AMA Class "C" Sanctioned Event #10-1531**

Registration \$10.  
Free overnight camping w/110 hook-up

Registration 8:00 AM  
Races start at 9:00 AM

CD: Don Peck  
Phone: 256-539-5217  
E-Mail: [donpeck2@aol.com](mailto:donpeck2@aol.com)  
Website: [www.rocketcityrc.com](http://www.rocketcityrc.com)

**DIRECTIONS:** Memorial Parkway - 431/231 South  
Turn West (R) on Airport Rd. from Memorial Pkwy.  
Turn left on Leeman Ferry Rd.  
The gate entrance will be on your right.

Capt. Trey Wilbourn Field  
Huntsville, AL



# ALABAMA WARBIRDS



## 16 - 18 July 2010

8 to 8 Sat - 8 to 12 Sun  
*Casual & Test flying Fri 16 July*  
AMA Sanctioned

\$10.00  
Pilot Fee  
Awards &  
Door Prizes



CONTEST DIRECTOR  
Jim Minninger  
(256) 520-0650  
warbirds@rocketcityrc.com

See Our Web Site for  
Map & Directions  
[www.rocketcityrc.com](http://www.rocketcityrc.com)



## RC Military Aircraft Any Size - Any Era Jets Welcome



**Aircraft Minimum Specs**  
Any size Warbird or Military  
RC airplane  
Jets welcome (AMA Turbine Waiver required)  
AMA Permit required for aircraft over 55 lbs  
**Registration**  
Entry fee \$10  
AMA Membership Required

**Trophies Awarded for**  
Best WW1  
Best WW2  
Best Post WW2  
CD Choice (Best of Show)  
Must fly to win awards  
**Door Prizes**  
Available to  
Registered pilots only

Saturday Peer Judging  
Sunday Rain Date Judging

**NO Vendors**  
The RCRC Licensing Agreement with the  
City of Huntsville, AL  
Prohibits Commercial Activity

**Amenities**  
600' x 50' paved runway  
Large grass landing area  
Covered 18x160 ft area  
Air-conditioned clubhouse  
Picnic tables  
Spectator seating  
Limited concessions available  
RV's welcome (no hookups)

**Hotel and Travel**  
Several hotels nearby  
See our Web site for details  
[www.rocketcityrc.com](http://www.rocketcityrc.com)  
GPS: 34 41.192N,  
86 35.725W  
**AMA Required**



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

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

AMA chartered  
 club since 1964  
 Number 715  
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**June, 2010**

<u>2010 RCRC Event Schedule</u>					
<b>RCRC membership meeting – May 18<sup>th</sup> 2010 at 7:00 PM</b>					
<b>Board meeting - June 1<sup>st</sup> 2010 at 6:00 PM</b>					
†	June 26 <sup>th</sup>	All day	Club 40 Pylon Race	Don Peck	256.539.5217
†‡	July 17 <sup>th</sup> & 18 <sup>th</sup>	All day	War Bird	Jim Minninger	N/A
†‡	August 7 <sup>th</sup> & 8 <sup>th</sup>	All day	Ballistic pattern	Gary Courtney	256.881.7009
†‡	Sept 11 <sup>th</sup> & 12 <sup>th</sup>	All day	AMA Pattern	Bryan Kennedy	770.441.1014
†‡	November 6 <sup>th</sup>	All day	Toys for Tots	Bob Walls	256.830.2352
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					