

# 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

May 2011

Officers		
President Peter Wick president@rocketcityrc.com		256.883.7571
Vice President James Fowler vicepresident@rocketcityrc.com		256.882.1784
Secretary Tony Coberly secretary@rocketcityrc.com		256.882.7193
Treasurer Wayne Gladden treasurer@rocketcityrc.com		256.881.6048
Newsletter Editor Mike Norton newsletter@rocketcityrc.com		256.653.6632
Committee Chairs		
Field John Williams field@rocketcityrc.com		256.656.9499
Programs James Fowler programs@rocketcityrc.com		256.882.1784
Publicity Bill Mitchell		256.650.5181
Safety Wayne Gladden (Chair) safety@rocketcityrc.com		256.881.6048
Web Editor Jerry Poplin webeditor@rocketcityrc.com		256.883.7588
Flight Instructors		
Mike Norton	By app	256.653.6632
Tony Coberly	By App	256.882.7193
Rick Grim	By App	256.503.5847
Pete Wick	By App	256.883.7571
Bill Mitchell	By App	256.650.5181

# Prez Sez

With the tornadoes last week the field took some damage. The big welcome sign with the brick columns fell over. We also lost some shingles on the club house and some tin over one of the spectator shelters. An insurance investigator has been called to come and assess the damage. I am hopeful that our insurance will cover the cost of these repairs.

John Williams and his field crew have been hard at work this spring filling the cracks in the the asphalt on the taxiway and the runway. It seems to be working well. Thanks to John and his team!!

Please remember that club day will be on us before you know it (the 21st of May) and we will be having a number of boy scouts and members of the public showing up at the field to build gliders (from plastic plates!). Try to come and support this event. I understand that Tony Coberly will be electrifying one of these models with radio and motor controls. The club will be supplying pizza to all the club members and to those attendees that build these gliders.

The treasurer has informed me that the cost of the fuel that we distribute to the members has gone up in price by \$1 a gallon.

Hope to see you at the field soon.

Peter

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## Minutes for the April RCRC General Membership Meeting

The meeting was called to order at 6:59 PM.

Quorum? No.

**Board members present:** President, Vice President, Treasurer, Newsletter editor.

**Guests:** none. New members: none.

### Treasurer's Report

Motion to approve. No quorum, so it will need another vote.

### Field chairman

He reports that we have a good grass cutter. Also, he reported that we got a fuel shipment.

Basil cooper brought in a foam plate airplane. The club agreed that club day will be taken up by teaching school children how to build these airplanes. The club also agreed that we could spend up to \$200 on pizza. There are two things to note:

We have no quorum.

The board can spend up to \$200 in any case.

We had a drawing for door prizes. The meeting was adjourned at 7:40 P.M.

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## Minutes for the May 2011 RCRC Board of Directors Meeting

The board meeting was called to order on May 3<sup>rd</sup> at 6:00 PM. The president and newsletter editor were present.

There was no damage to any RCRC structure due to last week's storms.

There were no pending items to be decided.

The motion to adjourn was made at 6:10 PM.

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## ON THE SAFE SIDE

Jim Tiller, AMA Insider Safety Column Editor

If you are in the market for new sunglasses for this flying season, I strongly recommend you get safety glasses. Safety glasses no longer look like the ones you wore in high school chemistry class. There are many styles and varieties. There are even bifocal offerings for those of you, like me, with aging eyesight.

There are many local and online sources with prices from \$10 to \$100. Regardless of the price, they must meet the American National Standards Institute (ANSI) requirements to have the label. Just make sure that the glasses you purchase meet the ANSI Z87.1 standard.

This safety standard requires the frames and lenses have been tested to withstand a 150-foot-per-pound impact with a steel ball. Make sure there is a .1 at the end of the standard. The addendum means the glasses meet an additional ANSI standard by having sufficient side-shield area to protect from lateral impacts.

### The Waddington Effect

Reading my March 2011 copy of *Sport Aviation*, the EAA magazine, I came upon an article titled "The Waddington Effect." The subject, an analysis of scheduled maintenance, looked pretty dry, but I continued to read.

C.H. Waddington was a British biologist who did some technical analysis on B-24 coastal patrol air wings while displaced from his university job by World War II. He made quite a few recommendations that were adopted as standard procedures for the British U-boat hunters. These observations ran the gamut, including such things as repainting the airplanes from camouflage to solid white to reduce their visibility to U-boat crews against the often cloudy Atlantic skies.

The subject of the *Sport Aviation* article, however, dealt with his research into the air wing's maintenance records. Waddington's most significant contribution was to rebuke the idea that more frequent preventative maintenance checks keep the airplanes in the air. In fact, he noted, they are often counterproductive. This observation, named in his honor, is the Waddington Effect.

The Waddington Effect, supported by his research, is that the number of unscheduled repairs, called “gripes” by the British pilots, increased sharply immediately after each scheduled 50-hour preventative maintenance (PM) check. In Waddington’s own words, scheduled maintenance “tends to increase breakdowns, and this can only be because it is doing positive harm to a relatively satisfactory state of affairs. Secondly, there is no sign that the rate of breakdown is beginning to increase again after 40-50 flying hours when the aircraft is coming due for its next schedule preventative maintenance event.”

His work went on to help establish more expeditious PM schedules that actually increased the availability of aircraft in service by reducing down time. One conclusion is: “if it’s not broke, don’t fix it.” This is true, but I think there is another interpretation to Waddington’s words.

How many times have we heard someone’s story of taking something apart, putting it back together and having a few parts left over? Waddington’s increase in breakdowns—at least partially—may be just the fact that it was taken apart and then put back together again. This is not an indictment of the skill and determination of the maintenance crews; it relates more to human mistakes, forgetfulness, and even faulty replacement parts. All of these can contribute to the increase in post-service breakdowns. The lesson here is that we have to be very careful during this take apart/put back together event—especially if it is at the field.

If you find a loose muffler bolt you may have to take off the spinner, the propeller, and the cowl, tighten the bolt, and put it all back together. Are all the bolts Loctite (sic), is the propeller nut tight, are the hatches secured? These are all concerns when doing repairs either scheduled or otherwise.

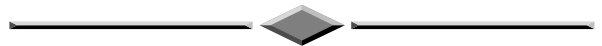
Here are a couple of other good ideas. I have a friend who delights in very large biplanes; ones that must be disassembled for transport. He has a checklist for each of those airplanes that puts the reassembly in sequence and makes sure the safety pins, wires, etc., are all connected properly.

Many modelers keep digital picture logs of construction and location of internal components. This can not only save time, but also reduce the amount of disassembly when maintenance is required. It is doubly important for guys like me who tend to put half-finished projects on the shelf and then come back to them months (or years) later.

Care should also be taken when making changes to computer radios. Sometimes changing one feature can disable another. Double-check all functions before flight. Pilot logs are great. You can record how many flights on each airplane and all the maintenance history.

And last, look out for each other. My friends are great for looking over my equipment for potential problems or “incomplete” repairs. They even provide a replacement bolt, nut, or some CA if I need it. I learned early on not to take this as personal criticism of my skills or carelessness. In truth, they probably should remark about those things, but their biggest concern is my safety and their own. Two pairs of eyes are better than one. To avoid the “Waddington Effect” we have accept all the help we can get.

**Contact Jim at [jtiller@hotmail.com](mailto:jtiller@hotmail.com)**



**Don’t forget what last winter was like!**



RCRC Newsletter Editor  
 P O Box 2163  
 Huntsville, AL 35804

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

AMA chartered  
 club since 1964  
 Number 715  
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**May, 2011**

<b>2011 RCRC Event Schedule</b>					
<b>RCRC membership meeting May 17<sup>th</sup> at 7:00 PM</b>					
<b>Board meeting - June 7<sup>th</sup> at 6:00 PM</b>					
†	May 21 <sup>st</sup> , 2011	All day	Club day Fly whenever you want, eat when invited	Jim Fowler	256.882.1784
†‡	June 11 <sup>th</sup> & 12 <sup>th</sup>	All day	War bird	TBD	
†	June 25 <sup>th</sup>	All day	Pylon race, spring picnic	Alan Berard	256.776.9509
†‡	July 15 <sup>th</sup>	All day	Big Bird	TBD	
†‡	August 13 <sup>th</sup> & 14 <sup>th</sup>	All day	BPA Pattern	Gary Courtney	256.881.7009
†‡	Sept 9 <sup>th</sup> thru 11 <sup>th</sup>	All day	AMA Pattern	Tony Coberly	256.882.7193
†	November 5 <sup>th</sup> & 6 <sup>th</sup>	All day	Toys for tots	Bob walls	256.830.2352
†	November 19 <sup>th</sup>	All day	Pylon race, Chili cookoff	Alan Berard	256.776.9509
<b>Events held at Wilbourn Field unless noted otherwise</b> † Field closed to non-participants during this event ‡ Field closed to non-participants from noon onward on the Friday before the event					