



NEWSLETTER



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

P.O. Box 2163

Huntsville, AL 35804

January 2019

Board of Directors

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Bob Templeton 256-479-7378

Vice-President

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Secretary

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Board of Directors (TBD)

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Flight Instructors

By Appointment:

John Pieczynski 256-651-6487

John Tubb 401-450-9669

PRESIDENT'S MESSAGE

Happy New Year!!!

I hope everyone had a wonderful Christmas and New Year's holiday season!

As we enter 2019, we're looking forward to a great year of flying at RCRC. We are currently looking at events for this year. We are planning on a swap meet for 8-June, National Model Aviation Day on 17-August, and Toys for Tots 16-November. If you have any suggestions for an event, please bring it up at a meeting or with one of the board members. We also need CDs for events. If you're a CD or would like to become one, please drop us an email, text, or corner a board member in person. Thanks!

Let us all keep safety at the forefront of our operations. Please help each other with remembering the rules and please don't get upset if someone reminds you of a rule that may have been overlooked. We are all in this hobby for a safe and fun time. Together we can continue to enjoy and promote this great hobby safely and with passion and excitement.

The next club meeting is Tuesday January 15 at 6pm.

**Fly well, fly safe!!
Bob Templeton
President - RCRC**





Club Meeting Minutes from December 18, 2018

Meeting called to order at 1810. Quorum was present

Old Business

- Treasurer's report was given by Gene Hauck. Passed.
- Safety report was given by Bob Templeton. One electric throttle reversing incident was reported. No injuries reported. Passed.
 - General safety discussion took place during and after the Safety report was passed.
 - New signs for taxing.
 - Possibility of raising the runway fence was questioned.
 - Spectators in the pit area.
 - No motions were made for any actions.
- Previous meeting minutes and newsletter content. Passed

New Business

- AMA Leader member program: AMA did not provide a program topic this month.
- Contacted by Jennifer Johnson with Skillshare at STEAM works about doing a share, talk/lecture at their event at the Lowe Mill Arts & Entertainment Center February 21 6-8pm. Contributors welcome. Information will be supplied to the club via meeting and the newsletter as new details are available.
- General discussion:
 - Clint Bestor suggested signs to remind pilots to sign-in prior to flying.

Meeting Adjourned: 1910

Board of Directors meeting January 1, 2019

- Meeting called to order at 1200. President, Vice-President, and Treasurer were present.
- Possible events for 2019 discussed. Events of already know dates will be added to the online schedule.
- Flight station signs discussed. Bob will order. (Signs have been ordered. Expected week of January 14.)
- Fencing/safety discussion from Dec. club meeting revisited. After weighing cost, benefit, and club reaction, board recommends no further action to be taken.
- Meeting adjourned: 1220.





Learning How to Fly RC Planes

I am asked from time to time what is the best plane to learn how to fly RC with? Ten years ago that question was easy to answer, today it isn't. Our technology has advanced so rapidly that most people in the hobby can't keep up. Most of the old timers fly the planes that they have been flying for years. It used to take months and even years to become a proficient flyer, taking many different planes along the way. Today it is getting to the point that one plane could do the job that three or four used to take. The new electronics with stabilization systems can make a war bird fly like a trainer, and with a flip of the switch the same plane can become a true war bird.

The point of this article is that people have dreams of what they want to do in the hobby, and all people are different. Some learn fast, others learn slow, some have quick reflexes, others not so quick. Some people do well with speed, others are better with slower flying planes. At first, everyone has to learn the mechanics of flying. After that, it is up to them to practice, practice, and so on. Becoming a good flyer takes a lot of practice, and a lot of pushing themselves to the edge. Some learn maneuvers on flight simulators, others learn at the field. It is best to fly a plane that you are comfortable with, pushing it to the limit. Then go on to a more aggressive plane, pushing it to its limits. You have to push yourself or you will not learn new maneuvers. The trick is not to push yourself too far too fast. How do you know when you are pushing yourself too much? When you become nervous, you start to make the wrong moves. Your brain becomes overloaded, you make mistakes, and then you crash. Crashing will happen sooner or later, you just don't want to push it.

Is it better to fly electric, glow, or gasoline? That is a personal preference. It is easier to fly electric. Why? Because, with glow and gasoline engines, you have to learn how to adjust the carburetor. You need to recognize the signs of trouble and how to correct them. With electric there is less to learn. The learning is in a different direction. The cost of one versus the other is about the same.

In the end, the learning and abilities of a pilot is in the pilot.

John W. Pieczynski
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