



NEWSLETTER



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

P.O. Box 2163

Huntsville, AL 35804

June 2019

Board of Directors

President

Bob Templeton 256-479-7378

Vice-President

Al Blair 269-277-0879

Secretary

Chris Pry 803-348-1179

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Field Maintenance

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Safety

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Web Administrator

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Flight Instructors

By Appointment:

John Pieczynski 256-651-6487

John Tubb 401-450-9669

PRESIDENT'S MESSAGE

The RCRC 2019 Swap Meet was held last weekend on June 15. We had a good turnout and the club made \$213.00. Unfortunately, there were four FrSky receivers in Al's car that someone stole. If anyone sees FrSky receivers for sale locally, please let Al know.

Please welcome Chris Pry as our new Secretary. Chris has been an active member and contributor of RCRC for several years. I really appreciate him stepping up to help out. Thanks Chris!

The FAA is continuing to release new directives, policies, and guidelines. I am keeping a careful eye open for anything that might affect RCRC. I have also been in direct contact with AMA's Government Affairs personnel and will keep the club informed with any new information.

We can't fix it if we don't know about it. If you see something at the field that needs the board's attention, please let us know! We would like to know about any concerns no matter if they are member/rules compliance issues or something at the needs repair or upgrading with our facilities. You are our eyes and ears and need your help in maintaining awareness of things that we need to address.

Remember to sign-in the pilot's log book and place your card on the frequency board prior to flying.

The next club meeting is Tuesday June 18 at 6pm.

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





Club Meeting Minutes from May 21, 2019

Meeting called to order at 1804. Quorum was present

Old Business

- Treasurer's report was given by Gene Hauck. Passed.
- Safety report was given by Al Blair. Passed.
- Previous meeting minutes and newsletter content. Passed
- Club Day Report: \$35.55 in donations
- Board has dropped its investigation into 72Mhz and other radio bands safety. The club will continue to support all existing bands until instructed otherwise by AMA.
- Battery disposal box installed on the pole by the toilet. These will be delivered periodically to recycle.
- John P. has created a crash log book and it is located in the flight shed. Discussion of requested data types and scenarios. Primary goal of this book is to recognize patterns in events if they exist.

New Business

- AMA Leader member program (John P.)
 - More new FAA directives and guidelines.
 - AMA has not ordered any deviation from current operation procedures at this time.
- Concerns were brought up again about FAA actions. It continues to be the position of the RCRC board that RCRC will not monitor or enforce FAA policies until directed to do so by AMA.
- Foreign Object and Debris (FOD) discussed. If you have an incident/crash you need to ensure nothing is left on the runway, taxiway, or pit area.
- A new charger has been purchased for the golf cart. It is safe to leave this charger plugged-in when the cart is not being used.
- Discussed NARCA Swap Meet June 1 8am-5pm
- Al Blair is taking fuel orders if anyone needs fuel.

Meeting Adjourned: 1849

A Board of Directors meeting was not held for June 2019





For Your Info: How to choose the correct propeller for your plane.

When choosing a propeller for your fixed wing plane, it is best to start with what the engine or motor manufacturer recommends. It is also wise to choose what material the propeller is to be made out of. Some flyers prefer wood, some prefer nylon, some prefer carbon fiber.

One thing you should know is what the numbers on the prop means. The first number is the diameter of the propeller, or the length of the propeller. The second number is the pitch, this is measured by the amount of movement. If the propeller was 100% efficient, then when it is rotated 360 degrees it will pull the plane ahead that number of inches. This means that the higher the second number, the faster the plane will go. Remember that as you load the engine the slower it will rotate per minute. This means that you can overload an engine. It may perform great in the straights, but may not perform well in the turns or in the climbs. This is why you need to experiment with different props.

After buying the size that the manufacturer recommends, install it on your plane, start the engine and tune it. It may take a few flights to get the engine to run reliably. You don't have this problem when you have an electric motor. After tuning your engine, fly the plane. If it flies well and dependably, then fly it for a number of flights; this will help break the engine in. The next step is to try different size props, and compare the flight characteristics to the original propeller. Does the second prop perform better or worse than the first prop? Not all pilots fly the same model plane the same way. Some like more speed or less speed. Some like more vertical performance. The point is that you may have to try another propeller and another until you find one that fits your style of flying. Once you find the size that fits your style of flying, then change the material the prop is made from. If you started with wood you will be surprised if you go to nylon or carbon fiber. If you like the performance from the new material you may want to try a different size and pitch. Once you find your favorite prop, then buy a couple of spares.

John W. Pieczynski
256-651-6487





Important Links:

RCRC Website:

<https://rocketcityrc.com>

Direct link to the current weather conditions at the field:

<https://www.wunderground.com/dashboard/pws/KALHUNTS256>

Academy of Model Aeronautics:

<https://modelaircraft.org>

RCRC YouTube:

<https://www.youtube.com/channel/UCBPcz2UzsCDMR-oAO-PaA4g>

FAA Registration:

<https://faadronezone.faa.gov>

