



AMA Charter #3470
Club Newsletter May 2006

Club Information

President – Seth Nagy
Vice President – Brett Springall
Secretary/Treasurer – Shirley Teague
Safety Officers – Richard Hass, George Herr
Field Marshalls – Jack Adams, Larry Smith
Into Pilots:
Seth Nagy, Ron Miller, & Brett Springall

A Note From The President

It's time to get serious about our upcoming fly-in June 24th. I'm hoping it will be as big a success as last year. We are already well on our way with the planning. Mearle Hickman, CD, has flying logistics well under control. We have again received a variety of drinks and snacks gratis from Wal-Mart. At this month's meeting we'll need to get the concessions organized.

Jason is continuing to keep the field in good shape and the committee is moving forward with the runway improvement plans.

Our next meeting will be at the field, May 17 7:00 PM. We will again have food and will accept donations to cover the cost. Until then harpy flying and may all your landings bet graceful.

Seth

NEXT MEETING.

The next meeting is Wednesday May 17th at the flying field. Meeting at 7:00pm. Come early with a plane to enjoy some fellowship and flying. Food will be available, so come prepared to eat.

Up Coming Events

May 17~20, Woodruff, SC – Joe Nall.
This year will see a repeat of the AMA

membership meeting. AMA officers will be present. All district IV members are encouraged to attend. Please sign in at the AMA tent near the food court if you attend. www.joenall.com for more info.

June 3 – WHAM. 3rd Annual Warbirds Over Bob Wilson

June 24. CAM. 2nd Annual Fly I

August 5th - 8th WHAM. Annual Bob Wilson Memorial Fun Fly

August 6th – WHAM. 4 Star 40 Pylon Rules at www.wham-rc.org.

January 1, 2007 – WHAM 4 Star 40 Pylon Race III. Rules at www.wham-rc.org.

The WHAM 4 Star 40 races are also open to CAM and CVRC members.

Notes from the April Meeting

13 members plus 1 guest were present.
Total club membership is now 27.

Discussion was heard on plans for the fly in Mearle is the CD and came with his list of people and positions that are needed for the event to go smoothly. He presented a very impressive copy of the flyer that will be sent out to other Clubs. Time and other final plans will be discussed at the May meeting.

Intro-Pilots Report: Ron has been working with Gary Pearson one of our newer members.

After discussion, the installation of a fabric runway surface was approved. This will involve preparing the surface for installation, and the stapling down of the rolled out material.

Field Marshall report: Most of the perimeter trees have been cut down. This will make take offs, and landings much easier.

Safety: As Simple as ABC

by Don Lowe

Hi! I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations.

I've written about safety many times in past columns for RCM and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day. Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, then you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a contest because of a momentary lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos. This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged.

How do we improve our chances of safe flight? In mulling over this on the way home I thought about our flight training in the Air Force. We used a check system prior to flight that was simple and easy to

remember. Each check list was particular to an individual aircraft design; such check lists are used by full-scale pilots today.

The code I used at that time was CIGFTPR, and I will never forget it. It followed the usual walk-around—inspecting the exterior to see that everything was in place and kicking the tires. Then in the cockpit I went through the list. It goes something like this:

- **C (controls):** Operate the flight controls to observe for motion and direction
- **I (instruments):** Check the instruments to be sure all are functional
- **G (gear):** Landing gear lever down and locked
- **F (flaps):** Flaps are set to proper position
- **T (trims):** Control trims are set properly for takeoff
- **P (propeller):** Propeller controls are set for startup and takeoff
- **R (run-up):** Engine run-up to check proper operation

This system worked well and I'm sure the precheck saved many an aborted takeoff. Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using ABC? It's simple and easy to remember. The check would go like this:

- **A (assembly):** Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.
- **B (batteries):** Must be fully charged—very critical to safe flying.
- **C (controls):** Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they are operating and in the proper direction. Just stare at the aileron; did the right aileron deflect up when I commanded right aileron?

Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.

Hints and Tips.

Is that iron hot enough?

from Circus Flyer
Camarillo Flying Circus
Ron Boyer, editor
Camarillo CA

A good way to see if your iron is hot enough, or worse yet, too hot, is to place the iron on a stand (I use a 6-inch scrap 2 x 4) so the foot is facing up. The top of the iron should rest on the 2 x 4. Get a scrap of the material you are using to cover the airplane. Using a Coverite thermometer, heat the iron to the recommended temperature. Then, rest the scrap on the shoe. If it shrivels into a ball right way, the iron is too hot. Readjust the temperature and try again. If nothing happen, then the iron is too cold. Keep adjusting until the scrap barely shrivels. I wait until it shrivels rather slowly and use that temperature as my hot setting. For my low setting, I watch for the piece to shrivel in a few seconds. Since I use MonoKote almost exclusively, I just mark on the iron where the two settings that work best for me are located. You might have to experiment to see what works best for you.

Fuel cans.

If you have a favorite or otherwise standard fuel can in your flight box, then you routinely transfer fuel from one can to another. While

you are doing this transfer, you have the perfect opportunity to make sure you are using only the cleanest of fuels. Put a coffee filter in the funnel you use for the transfer for super-fine fuel filtration.

Glasses and paint.

from Tangled Lines
Tampa Bay Line Flyers
Phil Bayly, editor
Tampa Bay FL

Do you wear glasses? Do you spray paint your models? The next time you do both at the same time, try this. Stretch a piece of Saran Wrap over the glasses using some Scotch tape to hold it in place. Now when you finished painting, simply peel off the Saran Wrap and you'll have glasses you can still see through.

Show Scene.

Here are a few pictures from last years Joe Nall. I hope you enjoy them, and that it gives you some motivation to attend this year. Don't forget to stop by the AMA booth, and try to attend the membership meeting.



further information at www.joenall.com