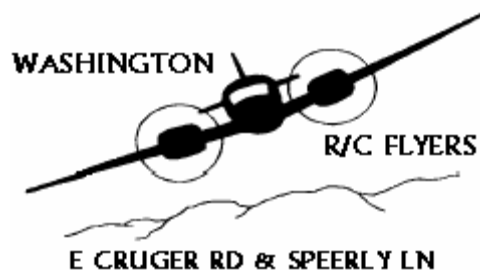


Washington R/C Flyers Newsletter



July 2005

www.washingtonrcflyers.com

Next Meeting

Our next meeting will be at the New Washington R/C Field at 7:00 pm on Tuesday, July 12, 2005. If it's raining, please go to the Navy Marine Club.



Mow Schedule



July
2 Degenhart
4/7/9 Geurin and Walwer
11/14/16 Hall and Heavrin
18/21/23 Hunt, G and Clark
25/28/30 Holl and Hunt, T

Aug
1/4/6 Imhoff and Berry
8/11/13 Kapraun
15/18/20 Klise and Grob
22/25/27 Larson
29

Safety Tip of The Month

Beware of the new field! There have been several reports of people flying at the new field and each one includes a comment about how big and wide open it is. There are few reference points to keep track

of where your airplane is. Be very careful on your first flights not to let your airplane get too far from the flight line. We'd like to minimize the possibility of retrieving airplanes in the corn and causing crop damage so try to stay as close to the flight line as your level of proficiency permits.

We have a safety fence with the center of the fence being where the clubhouse will be. The fence defines the western edge of the pit area and all spectators must stay behind it.

On the AMA website there is a Pilot Proficiency list that we should all use to place ourselves on the proficiency scale. This list will help you easily determine whether you are at the beginner, intermediate, expert or whatever level. It will also help you determine what skills you need to develop to move up to the next level. If you don't have a computer or can't find it on the AMA website, talk to Bryan Miller and he can help.

From the Presidents Hanger

Things are shaping up at the new field. A lot of work has been completed by the membership but there is still a lot to do. Due to the heat and dry conditions, the grass

President	Vern Mall
Vice President	Wally Walwer
Sec./Treasurer	Jim Martin
Newsletter Editor	Steve Grob
Safety & Rules Committee	Bryan Miller
Maint. & Grounds Committee	John Bremenkamp
Events Committee	Jim Allen Paul Wann
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

is just hanging on, not growing like it should. But the runway has been voided of big weeds, which the members removed by hand. A few pilots have taken to the air with nothing but praise for our new site. I made one flight of about 5 minutes and it impressed me. I would have flown more except I developed engine trouble, made a dead stick landing (hard), bent the gear and could not get the engine to run again. After I got home I took the tank out of my 4 star and found the tubing inside the tank had split and fell off the nipple leaving a short piece of tubing and the klunk at the bottom of the tank. No wonder the engine wouldn't run. And this brings up the age old bit of advice. After sitting idle for a long time it is best to check EVERYTHING! Not just that which you can see but EVERYTHING and replace ANYTHING that appears doubtful.
-Vern Mall


Official Opening Day

The Official Opening Day for Washington R/C Field is Saturday, July 2. Bring a covered dish, ice, and drinks to share also a lawn chair. The Club will furnish hot dogs, brats, hamburgers, buns, plates, tableware, glasses and condiments. We eat a 5:00 PM followed by the "Official First Flight" by the Clubs charter members, Jim Allen, Eric Benson and Jim Martin!! Marie Grieser will be taking pictures for an article she will be doing for the Washington Reporter! Don't miss this event!

Site Team Update

The field will be officially opened July 2nd with inaugural flights by charter members and a potluck dinner that evening. We still have a lot of work to do and continue to solicit help from all members. The shed and toilet facilities are near completion and a safety fence installed to prevent visitors from wandering into the pit area. Field development is progressing within budget thanks to help from many sources. Decisions on the future club house or shade pavilion will be delayed till later in the year after we have had a chance to get used to the current field layout.
-Paul Cobb

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Rick Jacobson / Owner

WRCF Attire

Jim Martin will have hats and shirts on hand at the July meeting

with the new logo on them. Bring money!



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JIM BYER 1901c 2nd. st. PEKIN. IL 61554

Quote:

Honesty is the best policy! We all find occasions where we have to choose between what we believe is right and what we suspect is advantageous.

First Meeting

The first meeting was held at the new field on June 14.



Open House

An open house is being planned in the September time frame to recognize all who have helped WRCF. This will be discussed at the July meeting and a date will be decided.

Work Parties

During the past 3 months we have had several work parties to develop our new field into the wonderful facility that it is turning in to. We can't list everyone's name here nor can we include a photo of everyone who helped. But we can say that the entire membership sincerely

appreciates every bit of help that has been offered. We will surely enjoy everyone's hard work when we are out at the field doing what we love to do the best.



Grass

Yes, there is grass on the field...



Guidelines For a Good Spotter

by Jim Malek

from the Ocala Flying Model Club,
Ocala FL

Don Zepp, editor

A good model aircraft spotter does not have to be a flier. They can be a spouse, boyfriend, girlfriend, or an interested friend. They should, however, have some training that goes along with their responsibility.

Good spotters:

1. Begin their duties as they approach the pilot's aircraft. They observe the fueling ports for security, backed out screws, hatch security, proper frequency pin etc. and alert the pilot to anything out of the ordinary. They also observe the type and number of aircraft flying in the pattern. (Continued on next page)

Guidelines For a Good Spotter Continued

2. Spotters should get a good grasp on the aircraft, even if there is a mechanical restraint. Proper hearing protection may be required. They clear downwind of the propeller prop wash, and warn any people standing in the propeller arc to stand back. They observe the position of the throttle stick on the transmitter—always keep their eyes on the pilots left thumb, and watch for a fast full throttle.
3. After the aircraft is started, they observe the functional check on the control surfaces for proper deflections. Is the antenna extended, etc.?
4. They check the runway, departure end, crosswind, downwind, and base legs for traffic prior to calling taxing out and takeoff.
5. After take off the pilot will feed them information on their intentions, i.e., do a loop, roll, stall turn etc. The spotters will stay ahead of the aircraft, feeding the pilot traffic information.
6. Before landing, they call out “landing,” and make sure the runway is clear. After landing the spotters’ job is not done. They check the final leg as the pilot taxis off or is on the field recovering his/her airplane, alerting other pilots of landing aircraft or aircraft taxing out.

How To Prevent Crooked Takeoffs

by Ron Scott
from the Simi Valley Flyers, Simi Valley CA
Alan Hoff, editor

In airplanes with tricycle landing gears it’s fairly easy to control the straightness of take off with the front wheel and rudder. During takeoff, you guide the airplane with the front wheel down the runway until the speed gets to about 10-20 mph, and then the rudder takes over and guides the airplane the rest of the way—hopefully straight down the runway to a smooth takeoff. Other factors that affect takeoffs are obviously the pilot, wind direction, and model dynamics.

Toe-in is when the front wheels are slightly angled inward. Typically 1 or 2° of toe-in will do the trick.

Tail-dragger airplanes are slightly different animals and require a little toe-in in order to guide the airplane down the runway as straight as possible during takeoff and landing. Front wheel toe-in plays a very important role, much more so than in an airplane with tricycle landing gear.

An airplane with tricycle gear’s center of gravity (CG) is in front of the main gear. This helps straighten out an airplane that has developed a yaw angle between where it is pointed and where it is actually going.

A tail dragger’s CG is behind the main gear, and a slight yaw angle is not automatically corrected but is made worse and can result in ground looping.

Toe-in of the wheels can help both types of airplane. A model rolling straight ahead has equal drag from each of the wheels. When the airplane takes an unwanted turn to the left, the drag from the left wheel is reduced to near zero, while the drag at the right wheel increases. The net effect is an unbalanced drag on the wheels.

This exerts a retarding force and tends to turn the airplane back to the desired direction. This wouldn’t happen without toe-in. A slight toe-in on float models also works well for maintaining a straight takeoff into the wind. The most important thing I’ve learned about float flying is to keep the airplane directed straight into the wind during takeoff and landing

Agenda

Washington R/C Flyers

July 12, 2005

"The will of the members will propel our Club forward!"

Welcome	Vern Mall	
Roll Call	Jim Martin	
Quorum	Jim Martin	
Financial Report, Dues & Bonds	Jim Martin	
Guests	1 st time ?	2 nd time ?

From this point on: Please stand to be acknowledged, and when addressing the membership

Officers Comments	Wally Walwer - Steve Grob
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Safety Update	Bryan Miller
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Old Business

Item

1	Site Committee Update	Paul Cobb & committee members
2	Logo shirts, hats & jackets	Jim Martin
3	Opening Day report	Vern Mall
4	Other old business	????

New Business

Item

1	Open House	Sept ?	Vern Mall
2	Other new business		????

Entertain motion to adjourn

Show & Tell or Program