



# Washington R/C Flyers Newsletter June 2010

[www.washingtonrcflyers.com](http://www.washingtonrcflyers.com)



President	Steve Grob
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Maint. & Grounds Committee	John Bremenkamp
Events Committee	Marshall Logue
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

## Next Meeting

Our next meeting will be 6:30 p.m. on June 8 at the flying field at 1774 E. CRUGER.



## JUNE

### Flight Deck (short grass):

Tue	1	Franzen
Fri	4	Griffith
Tue	8	Bob Grob
Fri	10	Hall
Tue	15	Heavrin
Fri	18	Holl
Tue	22	M Griffith
Fri	25	J Blind
Tue	29	D Jaegle

## JUNE

### Rough Riders:

Sun....6	Waller
Sun 13	Hoskins
Sun 20	Hoskins
Sun 27	Norman

### APPAREL COSTS

Polo Shirts ....	\$10
T-shirts.....	\$ 8

### ALL MEMBER FLY

Saturday July 3 is the all member fly at 1:00 p.m. If you need a jump start with your plane, a regular flyer will be happy to get it in the air, trim it out, and either land it for you to fly or give you the reins. Or you can park it and be happy and proud that your airplane still flies.

## WRCF RETIREE FLY

This will be Wednesday, June 16 at 1:00 p.m. We usually get a good response to these events, with eight to twelve and even more attending, especially if the weather cooperates.

## WRCF OPEN HOUSE

This will be on Sunday June 13. We will see some other clubs coming as well as our Washington neighbors and friends. Let's all hope for a very nice weather day.

## PEKIN WWI FLY IN

This will be Saturday, June 26. Again we should attempt to attend this event too.



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## Published a little late .....

but there was coverage for the All Member fly for Saturday May 1<sup>st</sup> 2010 by Paul Cobb. Approximately a dozen members showed up for the first all member fly day of the year. There were plenty of planes on hand and the wind was relatively calm although we had overcast skies most of the day.

Dave Braun is below, with his new 50cc plane. On the fifth flight the rudder hinges broke in half. So much for A type hinges on this plane. Fortunately there was no other damage.



Jim Degenhart is giving final flight instructions and inspecting planes on the flight



line

Below, Paul Cobb's 1.60 powered Ryan ready for first flight in two years



## OPEN HOUSE NEWS



Our club is having an OPEN HOUSE on June 13, inviting the public and other clubs. A Pekin celebrity is coming as we captured this letter from him to Larry Roberts: *I'm planning on going to the Washington Club Open-house...but due to my knees and legs, I need to know if they have assembly tables, etc. because my kneeling down days are over. I'm hoping Wayne can go, too, because he can start the Fuji with no trouble. Otherwise, I'll need someone to hold while I put the big starter on it.* As you can see Herman is bringing a large twin engine airplane that is a sight to see both on the ground and flying.

## WIND DAMAGE



With the high winds invading the Washington area around June 2<sup>nd</sup> or 3<sup>rd</sup> (before the June 6 tornado) some power lines and poles were leveled that are immediately South of the flying field along the railroad tracks. Ameren used our entry access to repair those that were directly South of the Hanger. Eight new replacement poles were needed East of this location, all visible from our shelter. Then on June 6, Sunday a real live tornado touched down about 1 ¼ miles just North of our field leaving behind substantial damage. We just missed being in its path and seeing damage ourselves. When all was over, we did not even have a bent blade of grass to straighten.



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## Tailwinds

I can't believe June is here already. It means that at the end of the month, the year is already half over! WOW! On June 21<sup>st</sup> summer solstice arrives as does the first day of summer. Although the 21<sup>st</sup> is the longest day of the year, it is not necessarily the latest sunset. The latest sunset (8:34 pm) occurs on 7 consecutive days from June 24 through June 30. These evenings are some of the best days of the year for flying. Usually, the spring showers and breezes give way to warm, dry, calm summer evenings. There is nothing more satisfying than having the last flight on a calm summer evening. This is also a time when those of us who are employed can enjoy great flying during the week as there is plenty of time after supper to venture out to the field and experience the excitement of a smooth flight on a windless evening. It's a part of the year that I really look forward to. In my opinion, June is the best month for R/C flying. We have the All Member Fly, the Retiree Fly and the Open House. So, you see, there are plenty of excuses to get your airplane out and come to the field and fly during June. If you try it, you won't regret it...See you at the June meeting. Don't forget – it's at the field this month I hope.

Steve

## A NEW FAMILY MEMBER – for Doug Norman



I thought I was about to meet a high tech visitor from Chicago, St. Louis, Davenport, Streator, or even Bloomington as I came driving up the lane toward the shelter and saw this trailer. I did not even pay attention to the truck to recognize if it was one of ours. On closer examination there was only one other vehicle at the field and it belonged to Paul Cobb, and then I caught a glance of Doug Norman just a few feet away talking to him, and that was it. No visitor present. My surprise was complete. What a neat acquisition that Doug had purchased to transport his airplanes, and even store them at home too. This trailer looks like the perfect one for this hobby, not being too tall, wide or long. A door to access the front too. I did not dare ask him if he rents this out on a day to day or week to week basis to a fellow club member that might need more room for his airplanes while making a special trip to an event that is a must to attend.

Of all the choices out there, looks like Doug made an EXCELLENT CHOICE



Above is the generator donated by Rudy's Concrete Construction by way of Kayton Heaverin that is now being used to provide electricity to the shelter and elsewhere around the grounds. Just before the advertised FREE fly day, Wally used it for a few minutes to provide a charge boost to the club trainer that we now have, donated by Art Wild.



This set-up is particularly useful when we have gatherings for picnics and breakfasts. The sound of the generator is far off in the distance.



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When Ameren was in the area to repair the downed poles and lines, I ask how much it would cost the club to bring in electricity from Cruger road to our shelter. Just the line, hook-up, and poles would cost around \$22,000. Then there would be land leasing or ownership issues to pay for too. Anyone for fund raising ideas.....



At the starting gate is Dave Beck of Eureka who has been at the field multiple times attempting to fly this high wing trainer, but things kept going wrong. Finally on this day it flew, and it did very well. Congratulations to Dave for getting his new model in the air and back on the ground safely.

## UNUSUAL CRASH

Last month I mentioned a crash due to a very unusual cause. Well, this month I am going to reveal the cause. Here it is: the glow plug blew out!!!! It

sounded like a blast of a shotgun, a very loud bang and no engine torque. OK, if you are high and can glide on in, but not OK if you are just taking off and only flag pole high. You immediately lose lift, speed, and stability. Luckily the threads were not stripped and a new glow plug screwed in securely. After a minor repair process, the airplane has been flying again, and will be at the Open House on June 13<sup>th</sup>.

## WORDS OF ENCOURAGEMENT

I have flown for months with hardly a severe and irreparable accident until just last week where I lost two airplanes and damaged a third. In the course of two weeks Undaunted I went to my backups and came out swinging to keep in the game and not lose momentum. I lost two back to back on two separate days, but one flight after the other. We have been told that every airplane has an expiration date of its own, except we do not know when that date is..They went down because of malfunctions during flight. SO .... It's best to check things frequently inside and out for weaknesses that can cause a crash. The bottom line here is that even in the face of doom and gloom, we survive the little

incidents and move on to keep a positive outlook. Since we started at Washington in 2005 I have had at least eight crashes, where five of them were attributable to airplane fatigue and power line interference. Pilot error was to blame for the others. But Engine flame outs, linkage failures, loose servo horns, canopy, wheel dislodgement, etc. can be avoided with attentiveness to these externals. Even detailed inspection by disassembly and reassembly during the winter dry spell can save a stress related crash.

So if this happens to you, it also happens to others. Most of us can be thankful that we are not flying airplanes worth \$3000 or more, but rebuild able ones in the range of a hundred or two hundred dollars or so.

## FREE LEARN TO FLY

The first Saturday and Sunday of June was set aside for the public to visit and use a buddy box with our club trainer. Both days were ruined by the weather, but we did get a spectator or two late Sunday afternoon for Paul Cobb to fly his large trainer in a west cross-wind. He actually landed coming in from the East into the wind and at the last moment touched down facing south..

