

# Washington R/C Flyers Newsletter

www.washingtonrcflyers.com

## August 2008

WASHINGTON



R/C FLYERS

E CRUGER RD & SPEERLY LN

### Next Meeting

Our next meeting will be at 6:30 pm on August 12, 2008 at WRCF airport.

### WRCF Flight Deck

### Mowing

Two names are scheduled for the same week starting with Sunday dates. One will mow Tuesday and the other will mow Friday. Please coordinate this with your partner.

Aug 3 Lee, Ponto  
Aug 10 Clark (Todd), Prather  
Aug 17 Jaegle (Doug), Ausili  
Aug 24 Betz, Martin  
Aug 31 Russell, Holl

As a reminder, the team of the so called "Rough Riders" is providing the gasoline in three new gas containers that Tom Clark purchased. When it is your turn to mow, just show up either on a Tuesday or Friday and run the mower. **This has been great. No one this year has hesitated to mow.**

### WRCF Perimeter Mowing

July 27 Paul Cobb  
Aug 15 Doug Norman  
Aug 24 Wally Walwer



### JULY 19 Four Star Race

An exciting pylon race took place at the Peoria Air Field on Truit Road in Chillicothe. Check out some of the action on the web site at this address

<http://www.washingtonrcflyers.com/PylonPeoria.html>

Use the below link to access the official Four Star web site and check out the current listings.

<http://fourstarracingseries.com>

**Dues & Fees** Any new members joining the club please send your dues payment to Tom Clark, 1030 Hillcrest Drive, Washington, Il. If you have not paid \$10 toward a mowing tax, please send a check to Tom Clark or catch him at the field.

President	Bryan Miller
Vice President	Mark Reeves
Sec./Treasurer	Tom Clark
Newsletter Editor	John Bremerkamp
Safety & Rules Committee	Matt Holl
Maint. & Grounds Committee	John Bremerkamp
Events Committee	TJ Klise
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

**Safety tips (12 – 16) will be presented at the meeting.**

The previous tips are on the web site at the below address:

<http://www.washingtonrcflyers.com/Safety/Safety.html>

You can view them by clicking on the AMA logo on the home page under the entrance photo.

### A GENERAL FLYING SAFETY TIP

Flying simultaneously with other pilots can create confusion with respect to where the other planes are in the area of the field. The concept of "Left Hand Pattern" and "Right Hand Pattern" establishes a consistent flight pattern that tends to keep planes going in the same direction as they pass over the field. Most importantly, pilots at the pilot line should communicate their intentions with regard to landings, takeoffs, or special maneuvers. If you are flying alone, then the field is yours to do with as you want, as long as you comply with the safety rules.

Left or Right Hand Pattern simply means that takeoffs, landings, and low passes are all done in the same direction over the field; that is left-to-right for a

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Left Hand Pattern, and obviously, right-to-left for a Right Hand Pattern. The direction of the pattern is usually dictated by the wind direction. When preparing for takeoff you should confirm the flight pattern with the other pilots and follow suit unless unusual conditions exist ... again, state your intentions to the pilots who are flying.

In general, flight around the field will be a large circle to the right or left depending on the pattern. Now this is really boring flying, so provisions for those who want to experiment with maneuvers or pattern flying must be made. Those pilots flying may agree that one will fly high, or use the far east center of the field, or practice landings, etc. The important thing is that multiple pilots need to communicate their intentions in order to avoid accidents. If you want to really let it all hang out, then just ask for use of the field by yourself and take a ten minute "do as you please" flight.

We have enough room to accommodate everyone's flying desires, we just need to try to keep the flying experience comfortable for everyone and their planes.

### Meeting of July 12 highlights

Meeting took place at WRCF. Tom the treasurer, reported that two members have not paid the \$10 gas tax. The WRCF Pylon race expenses was \$296. \$201 was collected an entrance fees and \$90 for food. Balance is \$2405.80. Expenses for July/Aug will be \$260. Two second time guests, Jim Davis of Morton and John Blind of Washington, were voted into the club membership.

Paul Cobb talked about the July 12 Fun Fly. The events of luck and skill were mentioned and prizes will be awarded, A rain date will be August 16, the day the club picnic will be held.

Jim Martin responded to a request from the Boy Scouts for our Club to participate in a R/C workshop and fly-in. No date for this was set.

### 2008 Event Schedule

July 12	WRCF Fun Fly
July 19	Peoria 4Star Race
Aug 9	Pekin 4Star Race
Aug 16	WRCF Picnic
Sept 14	WRCF Open House
Oct 4	WRCF Wiener Roast

### JULY 12 FUN FLY



Neither rain, wind, flooding or storm forecast keeps WRCF flyers away from the July Fun Fly event. The first event of the day was fording the creek at the entrance road after a 2.5" rain that morning. Steve Grob called it impassable, but with enough forward velocity and a nose high

approach, trucks and cars made it through the first challenge and then prepared for an afternoon of competitive events requiring expertise in cross wind landings.



Special thanks to Doug Norman, Marshall Logue, and John Bremenkamp for their assistance in running the events.

The most interesting event was the Red Ball Express where pilots must



taxi between cones with the steering controls reversed. Everyone thought this would be relatively easy, but half way thru the event confusion set in and everyone had difficulty getting back to the starting

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point. Bryan Miller set the pace as the first competitor and finished with the shortest time. Under pressure to beat Bryan's time the remaining competitors lost control shortly after starting the event.

Cool, calm, collected Bryan set the pace in the remaining two events and won the fun fly with 280 out of 300 points possible. Tom Clark and TJ Klise came in second and third respectively.

Steve Grob survived a series of glitches and was able to land with no damage to the plane. We hear that he immediately traded his old 72MHz system for a new 2.4GHz Radio. Bob Warner demonstrated his expertise at dead stick landing in high cross winds. Fortunately, no planes were injured or harmed during the Fun Fly Event.

Thanks to all who braved the weather to make this event successful.

Paul Cobb, event chairman

### Too Close For Comfort

By Steve Grob

One beautiful July afternoon, I had already enjoyed 2 flights on my new U-Can-Do and was going through my ritual to prepare for the third. The tank had been fueled up, the engine started easily and was idling smoothly. I stowed the starter motor and glow igniter and walked around behind the airplane to do

the run up. I usually run the engine at full throttle for 2 or 3 seconds to build some heat up to minimize the chances of the glow plug going out and the engine quitting. The first run up was flawless so I advanced the throttle for the second run up and suddenly the airplane starting shaking violently with the engine still running. I immediately pulled the throttle all the way back and hit the throttle cut switch. The reason for the violent shaking was obvious - about 1/3 of the prop was missing! I got butterflies in my stomach when I realized that the missing piece of propeller could very well have hit and injured any one of the group of pilots that was gathered around the airplane next to mine in the pits. Fortunately they were all continuing their conversation on how to tweak the airplane at the center of their huddle which meant that they were all ok. I went around to the front of the airplane to begin the process of replacing the prop and then I saw it. The 5 inch piece of prop was stuck in the ground between the airplane and the flight box right in the propeller plane.



(Look closely at the photo and you can see the piece of prop stuck in the ground right by the corner of the kneeling pad.)

More butterflies... after starting the engine there were a number of my body parts which were directly in the propeller plane while putting things away and the engine was idling, for example: left arm,

left leg, head and neck. Visions of the propeller piece stuck in each one of these body parts flashed through my mind. I am so lucky that the prop broke while I was behind the airplane. This made me a firm believer in avoiding the prop plane and staying behind the prop as much as possible. I have since moved my flight box so that I can put the starter and igniter away without breaking the prop plane and I move quickly after the engine has started to get behind the airplane. Since this incident, I have noticed several pilots standing or crouching over their engines (and props) when doing run ups and when adjusting the needle valve, etc.. My objective by sharing this true story with all of you is to hopefully raise awareness of what serious injuries can happen when you are in front of or in line with the propeller plane. Please - stay behind the prop as much as possible and especially don't do run ups until you are well behind the prop plane.

- Steve Grob



Marshall Logue with a glow engine. AND this airplane really flies nice. Wonder if he will go back to flying his electric armada.

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Tom Imhoff of Metamora visiting and flying a large Ultimate below.



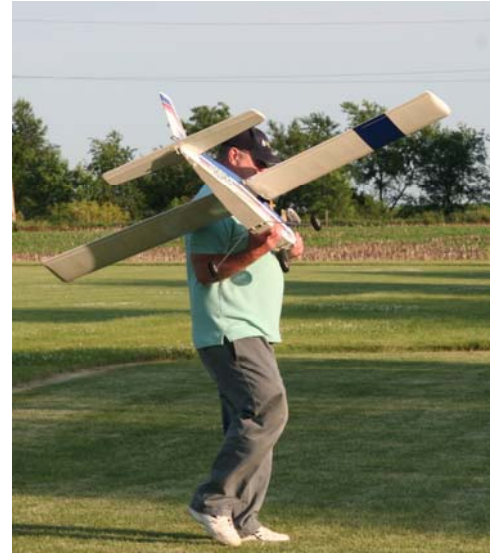
Marvin Prather from Marquette Heights with a great looking and good flying airframe.



Wives and children of all our members (here: Mrs. Travis Kempf and son) are frequently attending our R/C activities.



Eric Schultz flying a great high-wing sport trainer.



Dick Franzen getting in some air time with his smooth flying trainer.



Travis Kempf with an unusual airframe that flies great and keeps up with anything else flying around him.

