

# Rio Grande R/C Flyers



# The Fly Paper

**April 2008**  
**A.M.A. Chapter # 3723**

**News Letter**  
**I.M.A.A. Chapter # 480**

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The April 2008 meeting of the Rio Grande Flyers was called to order promptly at 7:00 PM by our club president, Bill Robinson. There were approximately 15 members in attendance.

A motion was made and seconded to accept the minutes of the March meeting as published in the news letter. The motion carried unanimously.

A Roger Bell handed out tickets to those members present, and explained that they were for a drawing to be held later in the year. The drawing is for a Spectrum radio. Members should fill out the information on the back of the ticket and return that ticket to him. Keep the other ticket. You do not have to be present to win. Remember, the more meetings you attend, the better your chances are to win.

Roger reported that the current balance in the treasury is \$1680.00. Some major work was required on the club lawn mower. Gift certificates were also purchased for the Bell family for allowing us to fly on their property. A motion to accept the report was made, seconded and approved by all.

There were no safety issues to report.

Under old business Bill reported that last month's cook out was a great success even though the wind tried to put a damper on it. The meat was outstanding and all the goodies that were brought and shared was unbelievable. About 60 people were served. If anyone went home hungry, it was their own fault. Next Sunday, if it is not too windy to fly, we need to get a party together to retrieve some of the trash that was blown over against the brush line. As I said, it was windy and everything was not able to be held on to.

New business. Bill reported that some others have been out looking for and found a new suitable flying field for our club. We know that we will be losing our current field as new development moves closer and closer to our Penitas field. Mark Self found the site and set up a meeting with Roger Bell and the site owner. As it turns out Roger and Phillip Bennack were old friends and a deal was struck. The new field is located about 18 miles

## May Meeting Notice

**The May meeting will be held on Wednesday May 7th at 7:00 PM. The meeting will be at Tico's restaurant, located on N. 23rd St. about 1 block south of Dove avenue in McAllen .**

**The club usually arrives at 6 PM for dinner with the meeting beginning at 7 PM.**



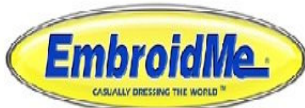
east of the old Tejas field in Edinburg. The facilities are already in place. There are buildings, water, electricity and even internet access is already in place. A paved 1000 foot runway is already there. The owner, Philip Bennack, has already agreed to welcome our club and is interested in model flying. A request to the AMA for insurance coverage has been sent and should be in place in two or three weeks. Plans for a demo fly is planned for April 20, 2008. Roger Bell also suggested that if you can attend this demo fly, bring some meat to grill and anything else you might want to eat. There is a BBQ grill already there waiting to be used. Keep an eye on our web page, [www.rgflyers.org](http://www.rgflyers.org), for further news on this project.

## Club Shirts & Custom Items

The club has contracted with EmbroidMe for club related graphics and Logos. You can take your shirts to the store and they will embroider them for you. It takes about a week.

### Price List :

- Option 1 Large logo on back Name on right chest \$23.00
- Option 2 Opt1 + Small logo on Left Chest \$30.00
- Option 3 Opt 1 & 2 + American & Texas flags 1 on each sleeve \$40.00



### EmbroidMe-McAllen

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2706 N. 10th St. McAllen, TX 78501

Upcoming event: On Sunday, May 11, 2008, a fun fly is planned. Plans for pylon racing are in order with races to cover most classes of size. If you really want to have some fun and a real challenge, get in on one of these.

In November 2008 another fun fly will occur. This is kind of a welcome back to the winter Texans and get acquainted with the other Rio Grande Valley clubs fun fly. The question was, should we advertise this event in the AMA magazine and make it a high key event or keep it as in the past a kind of low key event? It was decided to table this discussion until next months meeting to give everyone time to think about it.

Bill had a few tickets for a chance of some swell prizes to be given away at an FAI Scale event to be held in Poland. The few tickets he had went real fast. Lets hope that someone in our club wins one of the prizes. Bill also mentioned that he has two styles of hats still available. One style sells for \$11.00 and the other \$13.00. If you need a hat, see Bill.

There were two visitors at the meeting. One was Gene Horr who was here last month also. He is getting some airplane stuff together so he can get into flying. The other was Bob Barry who has already been to the field and received some help in getting started in learning to fly. Bob lives in McAllen. Welcome to the club and hope your flying goes well. Don't be bashful about asking for help. We have some great instructors and a lot of experience in the club just waiting to help out.

A big round of applause was given to the staff of the New York Deli for the excellent service they gave us during the meeting. Take note, next months meeting will be held at Tico's restaurant.

A motion to adjourn was made and the meeting ended at 7:30p.m.

Two guys from Minnesota are sittin' in a boat on Mud Lake fishing and suckin' down beers when all of a sudden Mike says, "I think I'm going to divorce my wife - she hasn't spoken to me in over six months."

Harry sips his beer and says, "You better think it over - women like that are hard to find."



# The Big Free Raffle

Every Monthly meeting you attend you will receive a ticket for a chance to win a Spektrum DX7 radio. The Radio will be awarded at the December 2008 meeting. Good Luck!



## TIPS FOR CLUBS

from the East Valley Aviators, Apache Junction, Arizona  
How is a Good Preflight Check Performed?

by Bill Cummings



You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

- 1. Propeller/Spinner** - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.
- 2. Throttle linkage** – Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.
- 3. Engine mount bolts** – Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!
- 4. Muffler** – Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.
- 5. Firewall** – Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.
- 6. Landing gear** – Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.
- 7. Servos/Linkages** – With the wing off (or through an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc. You should also check wing-attachment points to make sure they are solid and tight.
- 8. Check the batteries** with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper

type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.

**9. Horizontal stabilizer** – Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a “safety device” (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.

**10. Vertical stabilizer** – Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a “safety device” (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.

**11. Antenna** – If your antenna is accessible, check it for nicks or breaks.

**12. Wing** – Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods are attached solidly. Make sure you have a “safety device” (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing.

Now attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.

**13. Check controls** - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

**14. If this will be** the first flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly – A tail-heavy airplane fly's ONCE!

**15. Range check, engine off** - With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.



**16. Range check, Engine running** –MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE! Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle. I know some of you will look at this list and say, “If I do all that before each day of flying, I will not have time to fly!” In fact, if you make this checklist a part of your “routine” every time you put an airplane together, after a while you will find it will only take a few minutes to complete.

