

**Rio Grande**  
  
**R/C Flyers**

# The Fly Paper

**July 2010**  
**A.M.A. Chapter # 3723**

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

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## **Meeting Minutes July 7, 2010**

The July 2010 meeting of the Rio Grande R/C flyers was called to order at 7:00 P.M. by club Vice President Brad Wood. There were 8 members present at Rudy's BBQ in Pharr, including our newest member, Don Moses.

Minutes of the June meeting were approved as published in the Newsletter.

Roger Bell reported a balance of \$656.00 in the treasury after paying for the lawn to be mowed and for purchase of Surfman to control the sand bur (stickers).

There were no safety issues reported by John Bearden the safety officer.

Roger reported that he rolled out the new runway addition and it appears to have removed much of the problem areas. The addition, pilot stations and heli-pad were then seal-coated. The big picnic table needs to be disassembled, sand-blasted, and repainted and the round BBQ table needs a new top. Just before hurricane Alex hit, Roger and Brad secured all the tables, starting stands and pilot safety screens. Bob Barry put everything back to normal the following Monday.

## **August Meeting Notice**

The August meeting will be held on Wednesday August 4th at 7:00 PM. The meeting will be at Rudy's restaurant, located at 209 W. Nolana In Pharr. The club usually arrives at 6 PM for dinner with the meeting beginning at 7 PM.



Brad proposed that the club find a way to reimburse Roger for his personal expenses for seal-coat and herbicide. Everyone agreed and the issue was tabled for further consideration.

The entire non-asphalt area of the field was treated with Surflan to keep the sandbur from sprouting. A local farmer, Mr. Wayne Sojak, provided the spray rig. Bob and Roger coordinated the effort.

### **Old Business:**

The Fun Fly was cancelled due to lack of participation.

IMAA Bomber Field-Gary Dye did not report to the general club membership.

### **New Business:**

Bob Barry proposed that the club conduct a "Take Off and Grow" event to attract new members and get new people involved. We set a maximum number of participants, set a date and require pre-registration. We can advertise through the hobby shops and in the Community Calendar. It could also be directed at local Boy Scout troops. A motion to proceed with planning the event was carried. A planning committee consisting of Bob Barry, Rick Martinez and Julio Madrigal appointed. The committee will present a proposed date and alternate date at the next meeting.

Roger and Kurt Yundt proposed holding an invitational fly-in to try and bring the three Valley clubs together. The event will be held on Sunday, July 11 at our field. Hamburgers will be prepared. Kurt is trying to arrange a reciprocal event at Tejas' field.

Brad explained how to make a power supply for battery chargers using old computer parts. If interested in making one, please contact Brad for the details or visit this web site. <http://web2.murraystate.edu/andy.batts/ps/powersupply.htm>

**Next Meeting:** August 4 at Rudy's

Meeting was adjourned.

### **Calendar of Events**

**July 11** – Invitational Fly-in at club field in Penitas

**August 4** – Club Meeting @Rudy's

**August 7-8** – Heli Fun Fly @ Old Rebel Field in Mercedes sponsored by SMASH

**Tri-Club Competition** sponsored by the Tejas Flyers. Date to be announced.

## **Flying With Purpose**

By Bob Barry

As a relative newcomer to the hobby, I have had great fun learning to put together and fly a bunch of different kinds of planes. As most of you know, or could guess, I really like the WWII warbirds because my father served in the Army Air Corps. Besides, they are cool-looking, fast and powerful. I love to bore holes in the sky, loop and roll, split-s and immelman. Nothing beats a low, fast fly-by other than a smooth 2-point landing. At times, though, I find myself wanting something more exciting out of flying. This is one reason I volunteered to be the fun-fly coordinator. I wanted to schedule events where club members could pit their flying skills against one another and experience the “thrill of victory or the agony of defeat.” Flying with a purpose. For awhile there was quite a bit of participation. But lately, fewer people have stepped up to the flight line to test their skills against the other club members.

I’m not saying that it’s right or wrong; some people are just not competitors. Everyone has their own reason(s) for wanting to fly r/c aircraft. Some people get the majority of their enjoyment of the hobby through building/assembly and the challenges of taking a box of parts and turning it into a flying machine. Some folks just like to tinker with mechanical things. Other people are just happy to have something to do outdoors on a balmy Sunday afternoon or enjoy the camaraderie. Some of us need to have ourselves challenged by other competitors, the clock, or the task in order to stretch ourselves to the point of personal growth, or for the sheer adrenaline rush. Personally, all of the above fill some part of the purpose for which I became involved in the hobby.

Most times I head out to the field with a specific purpose in mind. I’ve just finished assembling my new warbird and I need to: a) run the engine and set throttle trims; b) get in a maiden flight and trim flight controls; c) test a new set of retracts on an older plane; d) practice some maneuver in real-time that I worked out on the simulator; e) practice a set of maneuvers for inclusion as a fun-fly event; or f) just to fly one of my planes I haven’t flown for awhile. The one common denominator of all these purposes is that I can accomplish them all with nobody else at the field. It occurred to me that, with few exceptions, this is pretty much true for all of us. We meet at the field and all seek to accomplish our own personal purposes.

I like having Dave Hansen around when I’m flying my warbirds. Dave will chase you down and try to get on your “six” for the kill shot. Although some folks may be uncomfortable with another plane chasing behind yours and duplicating your every move, but I like to try and turn the tables and make him run for his life. This gives us a common purpose to our flying. The fun-fly events give us all a chance to participate in a common purpose. I try to pick events that pretty much everybody in the club should be able to complete. Since there are no trophies, money, or national standings at stake, there is no real pressure to win. It’s not whether you win or lose, it’s about participating in a common purpose for our flying (OK maybe a bit of adrenaline rush thrown in

depending on the event). Perhaps while practicing the maneuvers for the event you will learn something new or become more proficient at some piloting skill - both positive outcomes.

Granted, some types of events require a bit more skill, or faster reflexes, on the part of the pilot to be competitive, but there are many ways to level the playing field such that even the most novice of pilots can participate and have fun. Two events stand out; pylon racing and combat. This month I will discuss pylon racing. I don't claim to be an expert on the subject, but here's what's out there in a nutshell.

The first thing that comes to mind when you hear "pylon racing" is a screaming high-dollar engine rocketing a high-dollar composite airframe around a course so fast you can barely see the dang thing, right? In reality, that's a pretty small part of the pylon racing scene. In the AMA regulations for r/c pylon racing it is known as Quickie-500, Event 428 racing, with planes reaching speeds of 150 mph+. Think of it as the Unlimited Class. There is also the Sport Quickie, Event 424 racing that limits the airframes to more affordable planes (non-composite) and stock motors with planes flying in the range of 120-130 mph. This has a larger and rapidly growing group of competitors due to its affordability. There are also the Q-40, Event 422 which is essentially Formula 1 type planes with .40 sized engines, and 1/2A, Event 423 using engines of a maximum size of .051. More recently, additional events are becoming popular such as the Sport Quickie 25. They use the same airframes as the 424 Class but are limited to engines of the .25 size which slows the action down below the 100 mph mark. And last, but certainly not least, is the Club 40 racing that uses a sport airframe and stock engine. This type of pylon racing is attracting lots of fliers because it is very affordable and it's tame enough that virtually any r/c pilot can participate.

### CLUB 40 PYLON RACING

[Copied from Lorain County, OH RC Club web site with modifications]

Club 40 Racing is based on a sport airframe with a stock .40 size engine. Unlike other forms of pylon racing that go so fast they give you a headache, these racers fly at roughly 80 miles per hour. This is comparable to many sport planes you may be burning holes in the sky with right now!

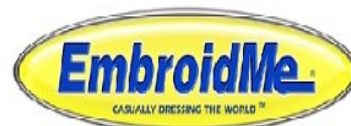
Since the airframe and the power plant are the same for all the pilots, races are won by pilot skills, not large wallets. Speeds are relatively mild. Therefore, passing your opponent is accomplished by carefully managing your speed and flight lines, not more power than your opponents. This creates a more

### 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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competitive atmosphere - one in which all pilots (from beginner to expert) are on the same level playing field. This brings about some fun and exciting competition.

The cost to “get in the air” is very reasonable. Only two predetermined ARF sport planes are allowed in the Club 40 category (although some club-specific substitutions have been made). The World Models Sky Raider Mach II ARF or ARC, and the World Models LA Racer 40 ARF. These are priced around \$100-\$110 and use standard radio equipment (no special mini digital metal gear servos required). A .40 size engine (OS or TT) is very reasonably priced and most people have these laying around from our “trainer” days. These planes also make very good all around sport fliers. So, the initial investment can be used in many ways besides pylon racing. The planes come in stock colors with standard trim schemes or solid colors for custom trim jobs.

There are currently two classes of Club 40 racing: Sport/Novice and Advanced. The airframes are the same but the engine choices are different. In the Sport Class, the engines allowed are bushing type engines such as Thunder Tiger GP-42, OS .46 LA, OS .40 LA, OS .40 FP, Magnum .40 GP, TT .40 GP, and Tower Hobbies 40. In the Advanced Class, ball bearing engines such as Thunder Tiger Pro .40 BB ABC, SuperTigre GS-40, GMS .40 ABC BB, Evolution .40NT and OS .40 BB are used.

The racing course is a two-pole configuration with 400 ft between poles (the length of our recently extended runway) and 275 ft between poles and spectators. Our field can accommodate this setup. Clubs all over the nation are getting into this because anyone can participate and share a common purpose. For more information visit the following websites:

National Miniature Pylon Racing Association <http://www.nmpr.org/index.asp>

RCPRO <http://www.rcpro.org/html/>

# S.M.A.S.H

## HELICOPTER FUN FLY

AUGUST 7<sup>th</sup>-8<sup>th</sup>, 2010

At Rebel Field in Mercedes, Texas on Mile 2 East  
1 Mile North from HWY 83

No Landing Fee. Food and Refreshments. \$5.00 Plates Chicken or Fajitas.



Our First Helicopter Fun Fly Event!

Come join the fun!!

Flying open to AMA members

Please RSPV so we know how much food to buy.

E-Mail Joe Rudy Castañeda at [helapad@gmail.com](mailto:helapad@gmail.com)

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