

# Rio Grande



# R/C Flyers

# The Fly Paper

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

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

**Editor: Bill Robinson: [bill@rgflyers.org](mailto:bill@rgflyers.org)**

## **Meeting Minutes March 3, 2010**

The March 2010 meeting of the Rio Grande R/C flyers was called to order at 7:00 P.M. by club President Bill Robinson. There were 17 members present at Rudy's BBQ in Pharr.

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

Roger Bell reported a balance in the treasury of \$1,396. There were some repairs done to the lawnmower this month.

Roger Bell gave a report on the field improvements. The asphalt has been laid out. This week the gravel will be placed on the transition area and seal coated.

There were no safety issues to report for February.

Bob Barry gave a report on the results for the Fun Fly which took place on February 7<sup>th</sup>. Bob Barry came in first on the Fast & Slow event. Rick Martinez came in first on the 1 minute event, Ricky, his son, came in 3<sup>rd</sup>. Joe Kouzez placed second. The grill was fired up after the events and everyone there enjoyed sausage, chip, cookies and drinks. Donations were collected for the runway fund.

The next Fun Fly will be Sunday, April 11<sup>th</sup>. The 2 events for that day will be the Pylon Race and the 2 minute Touch and Go. The grill will once again be fired up.

## **April Meeting Notice**

**The April meeting will be held on Wednesday April 7th 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.**



**Old business:**

Bill reminded everyone about the annual social Prime Rib Fun Fly on Sunday, March 28, 2010. Food and drinks will be served around 4pm. There is no cost to all members and 1 guest. Additional guest will be charged \$10. Everyone is encouraged to bring a covered dish and/or dessert. A signup sheet was passed around and will be post in the shed. **Deadline to sign up is March 19.** Clean-up day for this event will be Saturday, March 27<sup>th</sup>.

**New business:**

There was a discussion on whether or not to continue using the Bennack Auxiliary Field located in Lyford, TX. If so then the AMA insurance of \$60 would have to be paid in March. A motion was made, seconded and approved to continue the use of the Barrack Field and to pay the AMA insurance. Plans were made to visit the field in April. Map is posted on the website.

Brad reminded everyone to do their part in keeping our Field clean. Trash has been blown in from various areas. Please do your part and pick it up. A discussion about the proper disposal of cigarette butts and possible ashtrays was also brought up.

Next meeting April 7, 2010 at Rudy's. The meeting adjourned at 7:30P.M.

**ON THE SAFE SIDE****Distraction Action**

*by Don Nix, Insider Safety Column Editor*

Once upon a midnight dreary, as I pondered weak and weary....

Actually, it was last night, considerably before midnight, not dreary at all, while I was pondering what to write for this column. Then I began to recall some incidents where distraction at the flying field had caused crashes. Here are two in which I was personally involved.

As I've mentioned in past columns, when I lived in Southern California most of my flying was done at Mile Square Park in Orange County. Mile Square was the busiest RC park I ever saw, and quite possibly the busiest in the US. I say "was," because it was closed to model flying some years ago.

The runway was an abandoned WW II military airfield, the RC part 2,000-feet long. There were 12

**Calendar of Events**

- \* March 27 Cleanup 10AM
- \* March 28 Prime Rib Social 4PM
- \* April 7 Club Meeting
- \* April 11 Fun Fly Pylon Race 1PM
- \* June 12 Lake Jackson Fly-in

pilot stations, and on good weather weekends it was not unusual to have 50 or 60 fliers at the field and all 12 stations “hot” at the same time. One particular distraction incident remains clear in my memory although it took place more than 20 years ago.

A good friend of mine did a lot of teaching. When newbies came to fly for the first time, they were usually directed to George to get them on the buddy box and start learning. One Saturday, George called me over just before starting a beginner’s engine.

“Don, before I get this fellow on the buddy box, you take his transmitter. After takeoff, I’ll trim mine, then turn it over to you to get his box trimmed out so he won’t have to struggle with it.” I agreed, and after George made a couple of circuits said, “Okay, Don, you take it and trim his box.”

I had control of the model for perhaps a hundred yards when we heard someone scream, “HEADS UP!” followed by the unmistakable sound of a model under full power and, even without seeing it, could hear it was coming toward us.

Naturally, we ducked and a split second later the airplane crashed hard on the pavement three or four yards from our feet. As soon as we realized we had not been hit, our attention turned back to the model we were test flying. This happened to be at a moment when almost all the other stations had models in the air at the same time. The sky looked and sounded more like a swarm of large bees than a model flying field.

Scanning the air for our model, George yelled, “I’ve got it!” quickly followed by, “No, that wasn’t it; I think it’s that one!” The sun was at the point where most of the airplanes in the air appeared to be almost silhouetted against the sky and were hard to distinguish from each another in the flock on the far side of the circuit.

George repeated the phrase two or three times over the next 15 seconds, until it was obvious that none of the models were ours and that it was apparently gone into Never-Never Land out of sight somewhere beyond the trees in the distance. There was nothing to do but hand the owner’s transmitter back to him, tell him we had no idea where his model had gone, followed with a heart-felt apology. Understandably, the fellow was somewhat bewildered and heartbroken, having no idea such a bizarre thing could happen. However, this story does have a happy ending.

About a half-hour later, while the owner was packing up his gear to leave, a van bearing the logo of a gas station/ auto repair shop came driving up. The driver got out, picked “our” model, totally unblemished, out of the back and asked, “Does this belong to someone here?”

After we got control of our astonishment, he explained: He and another mechanic were working on a car when one of them looked up in time to see the model, propeller

## Club Shirts & Custom Items

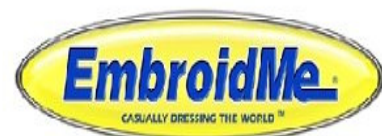
The club has contracted with EmbroidMe for club related graphics and Logos. You can take your shirts to the store and they will embroider them for you. It takes about a week.

### 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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stopped, rolling up quietly into an empty service bay. One exclaimed, “Where the (bleep) did that come from?” By then, several had gathered around, and one commented that a lot of such models were flown at Mile Square Park, a couple miles distant, so they decided to give it a try. Obviously, the plane, perfectly trimmed by George, had flown the distance, run out of fuel and glided to a stop, just yards from a busy street.

I realize the above sounds totally unbelievable, but I was there.

There is also a good lesson hidden in that incident. The last time I looked, a couple of lines in the AMA rule book clearly state that each model should have the owner’s name, address, and phone number somewhere on or in it. This is a rule that is rarely taken seriously.

The second incident of distraction disaster took place back in the 1990s after I had moved back to Texas and was living in a small town near Austin. A friend from out of state was visiting, expressed curiosity about RC flying, and I, anxious to show off, said, “Hey, I have permission to fly models at our little local airport. C’mon ... I’ll show you how these things work!”

I took my favorite, a big 1.20-powered aerobatic model. As I was putting the wings on, getting fueled up and ready to go, I was being a smart guy, explaining how everything worked. My friend stroked my ego with admiring comments. I started the engine, taxied to the takeoff spot, shoved the throttle full forward, broke ground and started a great climb-out. What happened next wasn’t pretty.

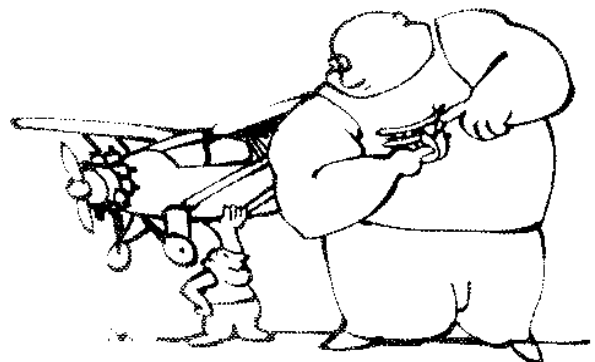
Almost immediately, the model became uncontrollable, trying to roll from side to side. Within another two or three seconds it rolled on its back, diving straight into the pavement. I was stunned. We went over, picked up the wreckage and took it back to my van. I took the wings off, commenting lamely that the only thing I could think of was radio interference, which I had never experienced at that field.

I unbolted the wing, lifted it off and reached to disconnect the aileron servo leads from the receiver and found I didn’t have to. In my eagerness to impress my friend and basking in the glow of his comments, I had never connected them.

Having been a full-scale pilot for decades and thousands of flying hours in addition to years of flying RC, I truly believe this was the single, solitary time in either that I never checked for full movement of all the controls before takeoff.

We should never, ever be complacent about safety, no matter what the level of our experience—novice or expert.

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## Fun Fly Schedule

By Bob Barry

Here are the events for the first 3 Fun Flies.

In all cases, events will begin at 1:00 pm and, if there are less than 5 competitors, the events will be cancelled. Those not participating the events can help out by keeping score, keeping time, or spotting for flyers. The events are described below. Clarifications and/or changes may be made prior to the start of the event.

### Feb 7

**Fast & Slow** - Take off, make fast pass down runway in regular pattern, second pass made slow. Starter at down-wind end of runway, timer/scorer at up-wind end of runway. Score = slow/fast times

**1-Minute Mission** - Take off, fly pattern, land within 1 minute. Timing starts at liftoff and ends with touch-down. Time closest to 1 minute wins. Over 1 min scores zero.

### April 11

**Pylon Race** - Four classes: 40-51, 52-91, 100+, Electric. Pylons will be set up 400 ft apart. Flying start. Planes must complete 10 laps. [We previously did 5 laps, but that's too short of a race]

**Touch & Go's** - Touch & go's in 2 min. Timer starts at liftoff. Score points per touch in scoring boxes.

### June 6

**Dead Stick Spot Landing** - Take off and climb to 100+ ft, kill engine, land plane, plane comes to a stop in scoring boxes. Must kill engine within 30 sec or score zero.

**Bomb Drop** - Cup carrying egg (or other 'bomb') attached to plane, take off and drop bomb within scoring boxes.

