

 The **SKYWRITER** 
Merced County Radio Control Club Newsletter
Merced, California **** WEB-MCRC.US ****AMA Charter #1089 **** Founded 1972
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MERCED COUNTY RADIO CONTROL CLUB OFFICERS 2008-2009	
ROGER MENKE ,INT.PRES. (383-3542)	TEMP.VACATED OFFICE
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ALL MEMBERS , SAFETY OFFICERS	DAN DOWNEY ,SENIOR FLIGHT SPECTATOR!

.....JULY SCHEDULED EVENTS.....

CLUB MEETINGS, IHOP, MERCED, 7:00 PM JUNE 2TH & 16TH, RAFFLE!
DRAWING FOR \$! CLUB FIELD FLIGHTS, WEEKDAYS, SAT., THE MCRC FLYING FIELD, 7761 BERT CRANE ROAD, ATWATER. COME, JOIN US THERE!! PILOT INSTRUCTIONS AVAILABLE ON MON.,WED., FRI. (CALL) HELICOPTER FLIERS, SUN. AM, AT THE CLUB FIELD. HELP ON HAND! FUNPYLONRACE, LAST JUL SAT. (26TH), 9 AM! FLY OR SPECTATE!!!!

******* FLYING TIME IS HERE!! *******

The calendar has again advanced to the year's best weather for flying. Of course, this means that the temperature is great but the wind has been too high to get off the ground! By the time this Newsletter gets out, the wind will have quit and there will be lots of flying going on! We are always pleased by the customary and standard way that Club pilots wait for their turn without any rancor or impatience. There is always a plane in the air and another waiting for a turn to fly. Members always allow a new pilot to fly alone until he becomes skilled --and that is generous. 'Copter pilots fly standing on the runway and are given their time and space to do their thing.

Whenever a man from another field sees our Members using the courtesy common to our field, they are always impressed. The use of courtesy and good flying manners is always a major factor in increasing the enjoyment of our hobby, your plane and our Club flying field. Please continue to use your good sense at the field for the increased benefit of each and every one of us. Each year we nag you to pay attention to the sun and the possible damage from the “U-V” rays. Sunscreen is available and is recommended. Long sleeves are good protection from the sun, but clothing that is too loose is a hazard around props. There are “skeeters” around the field sometimes, a little bug spray couldn’t hurt either. Big hats are in style in each season at the field, ‘cause their shadows are real cool!

A PERSONAL PLEASURE

We just need to tell you that sometimes it is pleasurable to us just to watch a pilot unload his car, go through all the proper steps in flight preparation and get in a good flight. The dedication to the proper preparation is responsible for the success of the flight and the production of a happy day. The pilot who skips, omits and fails to do the all the many things that make sure a plane will remain intact, will soon regret the day as he looks for a broom and a plastic bag!

We snuck up on Member Terry Hays and observed Terry doing all the right things. His precise and detailed structural airplane inspections and voltage measurements of his in-flight batteries assured him that he would not suffer a crash. Terry's plane is a "T-240" once sold through Hobby-Lobby. It is an eight-foot "Cub" style body with a thick "Telemaster" style wing and a lifting airfoil horizontal stabilizer. It is B.I.G.!!! Terry had a .91 engine in it and was not satisfied with the power. He sent off and bought an "XYZ" 26CC engine. This is a good looking, easy starting and very reasonably priced engine. Look it up on your computer under <hobbycity.com> and be amazed by the prices there! Like; an ignition module for their engines for \$24! They have a flock of neat-o gas engines for sale for low price! They have a 26CC and a 45CC gas engine, *both* at \$175! They have twin cylinder engines for the same price as other brand singles! (I hope that everybody buys one so I can see if I need one!) Terry once managed to cart-wheel his plane and re-kit the portion that holds the front of the wing on the plane. Roger fixed it and the clear plastic of the windshield was replaced with a plastic cat-litter jug (!). As I have a "T-240" under construction, I immediately re-enforced that poorly designed vital portion of the plane!

As he set up the plane, Terry used a voltmeter to check the state of the separate ignition battery and the receiver battery. He charged the RX battery just to make sure that it was full of volts and amps. Terry filled the fuel tank with a gas/oil mixture which is sufficient to fly for thirty minutes. He bolted the wing on and added the *functional* wing lift struts and it was ready to fly. Terry waited for his turn with the frequency pin and performed a detailed control surface check. He taxied out onto the runway, added power, swerved to the left and took off grandly. Big planes look a bit more majestic than little planes that fly like spurted melon seeds. Terry flew the field pattern and even threw in a labored gigantic loop during which he properly retarded the throttle on the downside. Then Terry got daring and inverted the big thing, an unrealistic position for this type of plane. This would be distressing to the great big aircraft. If you saw a real airplane fly around like that, you would dial 9-1-1! He flew it around for a minute, then the engine quit due to fuel feed problems. It appeared that the “klunk” in the tank didn’t follow the fuel as the plane inverted, thereby starving the engine. Terry was calm because he knew that he was high enough to make some quick turns to dead-stick in the weeds off the east end of the runway.

For a second, it looked like it would hit the starting tables there, but it stopped short. Big planes with big wheels can roll in the weeds without trouble. This was a good, well-prepared flight and the intense inspection before flight resulted in good results. BUT! *Many pilots overlook a common preflight check.* To wit: to ensure the free movement of the “klunk” inside your tank, shake the nose of the plane and listen for the klunk to rattle around freely and noisily.

The other day I found a defect in a plane that had only flown twice! As I had built up my “Doofuss/Telemaster” thing, I saw that it needed weight forward to properly balance. I installed a 1/16” aluminum firewall. Then, because the devil on my left shoulder whispered to me, I “pop-riveted” an adjustable engine mount onto the firewall. After two flights with a heavily-vibrating diesel engine, the aluminum rivets were loose! How did I find this? I shook the engine mount for security, as a careful builder should! If it had flown like that it would have shaken something loose! There simply is no substitute for the assurance that your plane is in the best condition possible before you fly! There is no excuse for omitting to see a detail that crashes your plane because you didn’t find it! A crash is bad enough, but the guilt that you might have prevented it is worse!!

There is always a better result for all your flights if you are certain that things like wings, tails, engines, control surfaces, wheels and STUFF won't fall off, disconnect, snap, rattle, loosen, break, hum, leak, quit flying, beat the rest to the ground, re-kit the whole airplane and serve to make you *awful very* sad, really quick!

******* MEETING NUMBER ONE, JUNE '08 *******

The Meeting of the 4th of June was started a bit late, as Vice Pres. Roger Menke was delayed. (Pres. Brunger was unable to attend.) Under **Reports** Treasurer Chuck was at a Giants ballgame, so Ex-Pres. Lesmerises gave the Treas. Report. At this time Sec. Crawford told of the recent passing of Member Hector Bagni. (Details in last column.) Under the Heading of **Old Business**, the Racing Committee discussed the upcoming Races. There was a discussion concerning any news about the Flying Field. It was mentioned that there is a lack of excessive funds in the Atwater City coffers. *(Like everybody else!)* It might logically take an extended time until any construction is started near the Field. It is questioned if we need to spend funds on the Club runway resurfacing before the time when the City can finance big construction near us. The Field may be unaffected by the sewage plant installation for two or three years,-or maybe even more!

In recent inspections, the surface is not in bad condition at the present time. Vice Pres. Menke will speak to those Atwater personalities who shall control such things for more specific data on this recurrent subject. Under the Heading of **New Business, a Race is scheduled for July 26th under the Rules first brought forth by Member Ken Rockholt. A race is scheduled for the last Saturday of the month of July. The features of the plane are: Skyraider plane with an O.S. .46 engine, 10/6 prop, etc.. Under the Heading of **Safety**, pilots are cautioned to decorate their planes with special bright markings so that folks won't end up flying the wrong plane in the confusing furball hassles at each race-course corner!! Big numbers, colored wing tips, etc. are recommended for improved safety. With a "one type" race, all the planes tend to look the same and often this leads to strange effects -and woeful thuds! Under the Heading of **Show and Tell**, Ex-President Bob Lesmerises explained the success he has had with the "Dave Brown" brand of mechanical retracts. These properly functioning devices are often copied but are not equaled in their reliability and durability. Bob recommends them highly. Recently Member Al Layton had the breakage of both cheap retracts in a plane which came with cheapie retract stuff installed! Al was not happy!**

Vice Pres. showed small and cheap (\$20) foamie F-51 electric-powered tiny flier. Vice Pres. Roger told of highly strengthening additions to the thing and told of high RPM (!) of motor. Secretary Jimbo showed two diesel engines and explained their uses in nations where it is not possible to get methol alcohol or nitromethane for glow fuel. (One religion prohibits all kinds of alcohol!) The components of diesel fuel are easily available, being medical ether, castor oil and kerosene. Another aspect of diesel engines is their great crash resistance. Four stroke engines are the most easily crash damaged engines due to the placement of pushrods in front of the cylinder. Two stroke engines are second most easily damaged for the position of the carb in the front of the cylinder. Diesel engines are built to withstand strong forces of diesel ignition and may have rear intakes. Diesel engines sometimes live through violent crashes which would doom another kind of power plant. They do smell really different, tho! Like a hospital on fire! (Of course, electric airplanes can cause leprosy, blindness ...and scrofula!) The Club Card Drawing revealed the name of Member Ralph Klopping. Ralph was not there so the next Drawing is for thirty-five bux and you can't get that money if we call your name and you ain't there! By the way, the service and the menu choices at IHOP are just great!

Everybody got served what they ordered, food, coffee, ice cream sundaes, burgers and more! The waitress was very attentive and efficient in her service and Members like that! Now for the Raffle... When Terry Hays was at the Chowchilla Event, I was rained out. I called Terry on his cell phone and asked him to buy me \$10 worth of Raffle Tickets, so at this Meeting I repaid Terry the \$10. Terry had brought his son-in-law Allyn Hailey to the Meeting. Allyn had left Hawaii to visit here (?!), so Terry bought him \$10 worth of tickets. Between them, they dominated the Raffle for the simple reason that they had more tickets than anybody else! The same concept is used by Raffle winners at the Chowchilla Event, for the owners of the most tickets always win the most prizes. The last Club Raffle included vice-grip pliers, long nose pliers, fuel, a tank, a 10/6 APC prop, landing gear, a knife, CA, kicker, a charge receptacle and a glow plug. This is all good STUFF! Come and get a share! (We won't let Terry buy any tickets --and we'll hide the ones that he buys!)

↓ More....

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AFTER FIFTY YEARS

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Member John Hockenberry passed away after being married to his wife Cecelia, for fifty years. Cecelia has now followed her soul-partner John in death, as she did in life. A card in the name of the Club has been sent to their son, our Member John Hockenberry, Jr.. Cecelia attended our last Xmas dinner with John Jr. and had a pleasant time. We mourn her sad passing, as she was a very good friend to all of us.

WRONG AGAIN, ----BUT CLOSE!

In a prior column we opined that Terry Hays' klunk line had jammed against the back end of his fuel tank, thereby cutting the engine when he inverted the plane. The truth of the matter was it had not stuck. *It just fell off inside the tank and starved the engine!* Close!

NEW PRESIDENT!!!

Our President Dan Brunger has sent an E-mail telling of his assignments which will keep him from Wednesday Meetings. Dan has resigned the Office, therefore Vice Pres. Menke is elevated to the lofty position of President MCRC. He has all attendant raises in remuneration, prestige and the requirement for a snappy salute. Roger will hold the respected position at least until the standard yearly November Election ---or else we will have a "Special Election".

SECOND MEETING, JUNE '08

New President Roger Menke called the Meeting to Order at 7:03PM on the evening of the 18th at the Merced IHOP. The Members were unobstrusively served drinks and food throughout the evening, a pleasure for all. Sec. Jimbo read the Minutes of the last Meeting and Treas. Winter presented his Report. Under the Heading of **Reports, Roger said that he has spoken to a friend who knows about such things and he was told that the City of Atwater is not exactly “rolling in money”. It would seem that the best time to discover the City’s plans will be after the November Elections. It is widely suspected that it may be two or three years until any construction is seen for the new sewage treatment plant. (One Atwater insider has estimated five years!) We are cautious in holding off any resurfacing to our field until then, at least. The next item on the Floor was the discussion as to having a FunPylonRace this month. A race is herewith scheduled for the 21st. A notification phone call to the pilots concerned is promised. New Pres. Menke stood to officially present our Ex-Pres. Kermit Wilkins with a very special award T-shirt decorated with (*What else?*) “Kermit, the Frog” of movies and television! Kermit Wilkins appreciates the gift and this all that this proves is that everybody needs more free T-shirts, however they are decorated.**

Under the Heading of Old Business, John Martin told of the Giant Scale Event to be held at the Lake Woodward Reservoir on 4/5/6 July. John told that there will be special rates and parking places for AMA Members. There will be Italian food cooked by our Member Tammi “Millerinni” (An honorary Italian!) for pilots and spectators. Pilots are free, spectators aren’t (---\$7). There will be fireworks at night. Call John (Renee) at 341-0519 for more details before you go! There is a lagoon for float planes, too! John showed a handy table mount for spillable bottles of paint and glue, etc.. John made the thing out of a shallow cigar box, the kind especially made for cigars that cost \$25 each! John will bring another one to the next Meeting. There was no discussion under New Business but under the Heading of Safety, Ex-Pres. Curtis Wilkins stood to compliment the pilots on their Safety habits. He has not needed to use and replace any of the expensive First Aid Equipment that he always has in his car. As a past “red-leaking patient” of Kermit’s medical skills, I can attest that he sometimes comes in real handy with bandages, etc.. A Member spoke up and objected to the fact that some pilots fly while standing too close to the runway. Please observe the markings on the taxiways to stand safely away from the active runway, as in Club Regs.

If not, wear a helmet all the time and be prepared to run away from airplanes using the field's pavement! It was mentioned that a pilot flew his plane for the second/third time of the day and somehow forgot something. He forgot to extend his TX antenna, an act that will always cost you a crash. It did. (The new 2.4 Ghz stuff uses a very short antenna that does not need extension, a fact that will certainly foul things up. See Murphy's Law #24478) Under the Heading of **Show and Tell, Member Terry Hays showed a neat-o 52CC gas engine bought from the new guys on the block hobbycity.com. This is an "overbore" example of their 40CC engine and the CNC machining of the crankcase is impressive! The prices of the STUFF sold by these guys could only be possible because they sell direct; no wholesaler and no retailer, both of whom make their car payments by selling us STUFF! Terry handed the engine around and Sec. told of WEB site to look up these guys. Treas. showed a propeller he is molding, but did not open the mold because there was a tool missing. See the demo at the Next Meeting. Member Wayne Frazier showed a wing from a low-wing plane. Wayne had taken a hard plastic "Zip-tie" and had pinned and glued it to the wingtip as protection from scraping the ground during any "excessive positions" on landing.**

(A truly innovative idea, guaranteed to be stolen by the Sec. and to be seen soon in the "Tech Tip" section of your next issue of model mags.) The Meeting was closed at 8:20PM and the Treasurer looked for an honest person (*this is hard!*) to draw a winner for the Club Card Drawing. He chose John Montgomery ---and John promptly selected his very own card! Nobody could prove he cheated, so John got \$35! The Club Raffle included a "bag-o-plastic-spinners" donated by Member Wayne Frazier, there was fuel, CA, kicker, charge receptacle, clevis, epoxy and lot'sa STUFF. Come and get yours!!

WE SEE YOU!

There once was a time when the pilots of "fixed wing" planes could simply ignore those among us who fly "rotary wing" machines, *but that time is gone forever!* A big photo posted on the board at the field shows an average Sunday event with all the tables at the north end of the patts covered with helicopters! Many people show up at the field on Sunday mornings, that being the day when those people who: ① work for a living and ② have gone over to the "Dark Side", can get there. Members are buying/flying 'copters, guys like John Strauss, (*Chief Rotor Head*), Ken Johnson, Dave Kuhr and many new faces!

The Club grows each time a ‘copter guy shows up, so let’s be awful nice. *They just can’t help it when they catch the “copter pox”!* It kind of tickles me to see a guy who spurns ‘copters will fly a plane that he can hang on the prop and “hover” like a helicopter! The next thing the fixed wing pilots will try is to autorotate! Can’t wait to see it!! There is time Sundays for you to fly fixed wing planes too! Every Sunday there are planes at the field too and our Members always politely allow each of you some sky-time to fly your plane. Helicopter pilots usually stand on the runway as they fly, so we don’t fly fixed-wing planes at the same time as ‘copters. Use your best manners, -- enjoy!! John Strauss has seen seventeen ‘copters at the Field on a recent Sunday, there are always a gang of rotary wing thingees to be seen there. Helicopter pilots have joined our Club in gangs, the help and pleasure they find at our field are the reason for this increase!

A PARTING SHOT

A small closing comment here: We have heard a local farm expert speak on the subject of the placement of a sewage plant on the City property on Bert Crane Road, near our field. There are not any plans to do anything much in the adjacent field. We have long been promised that the aluminum watering pipe will be moved, but these promises have not proved to be true. It remains there, a hazard.

This long-time farmer has pointed out to me that the installation of a sewage plant so close to the many dairy cattle nearby will result in the eventual appearance of the concerned chemicals and plentiful effluents in the milk from those cattle! This is certainly the end of the sale of milk from the cattle which were placed at this location a long time ago. How could anyone allow this to happen to an innocent dairyman? We are rightfully concerned about our Flying Field. Others near us are worried about their property, cattle and their livelihood if a Sewage plant appears close to us. Other subjects heard at the field are the support of many folks for the provision of a more decent type of a toilet facility. Some folks desire to bring guests to the field and not everybody would happily use the present outhouse.....

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WE LOSE AGAIN

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Another Member of the Club has joined the Squadrons of Angels and we have lost our good friend, Mr. Hector Bagni. Hector is easily remembered as a great builder and a pilot unafraid to try something new. Hector and his best friend, Mr. Wayne Kammerdiener, often showed up at the flying field with unconventional planes, like the big Telemaster that carried a big glider up to altitude and freed it to soar high in our clear skies. Hector was always welcomed among us.

When Hector was stricken with a condition of his health where no recovery was possible, he opted to refuse the machines that would have kept him artificially alive. This act sums up his bravery and his character. Rather than become a problem to all he loved, he chose to leave them and go to his Reward. We shall all miss our good friend Mr. Hector Bagni. As we will not see him among us from now on, we must include him in our prayers. If there are model airplanes in Heaven, we will all certainly see our friend Hector Bagni again there.

The Rules for the Silver Class Pylon Race

1. This is a low budget, limited speed, sport trainer RC Pylon racing Class. We race the Sky Raider Mach II ARF Airplane. The airframe must remain essentially stock in shape and dimensions.
2. We use the O.S. .46LA engine. No modification installed, as sold out of the box. Adjust fuel settings for a low to high speed RPM. The Silver Class will display that their engines are tuned to idle, stop and go to and from the runway plus make a soft landing, taxi and shut down.
3. For now you will supply your own 15% nitro fuel for now. As our Silver Class pilot's number increases, the Club may supply fuel.
4. Race Prop. A stock APC 10X6, hand balanced.

Let's promote and show our group support of Silver Class Pylon Racing. We welcome all Members and friends to join us, share in our sport and have fun.

Ken Rockholt, See you at the Field soon!

A note to Members: If you like this format of the Newsletter so that you can read it easily on your monitor, tell Jimbo, please.....

