

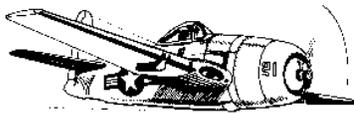


The R/C Flyer

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October 2010

Next Meeting – October 14, 2010, Clear Lake Park Building– 7:00 PM



In The Pits

by Michael Laible

I cannot believe it is October. Seems like time is flying by so fast. This newsletter will mark the first done by me and September's letter was the last newsletter published by Randy Collier. Join me in giving Randy a warm hearted thank you for all his work on the newsletter and database.

At the September meeting we nominated the 2010 slate of officers without any opposition. All four officers are returning, Dave Hoffman as treasurer, Kent Stromberg as secretary, Phil Elting as Vice President, and myself as President. You all will have to put up with us for one more year at least.

Speaking of time flying by, remember that the JSCRCC Fun Fly and Lunch are coming up on October 16th. Activities will start around 9 am and the pit will be fired up after 10:30. So come on out and join the fun. I hear there will be some control line and combat.

For the last several newsletters Dave Bacque has written articles on safety. Safety is a continuous process. I have been checking my planes for malfunctions and staying on

top of my plane maintenance. However, this last Saturday I forgot to check myself. It seems I was feeling sort of under the weather – allergies or something. I flew once myself but didn't feel on top of things. A youth that I have been instructing came out and I thought to myself "Well, I can at least instruct". I underestimated that instructing sometimes can be more challenging than flying. On the second flight he was doing so well with touch and go's that I got relaxed. On one landing he got a little close to us and thought I would take it and yaw to the center of the landing runway. Well, I forgot that I had the transmitter at full throttle and bammm, full throttle heading towards the canopy and parked cars.

Things turned out alright but I was shaken up. I guess I now must put myself on the checklist and remember not to fly if I am not up to snuff.

Now for the fun stuff:

The following are pics from the bomber field fly in. It was a bitter sweet event. It was fun to see some old friends but was sort of sad not to have the Hellcat. Anyway, I did get to fly the 60 size Mustang after hours.



A look at the stands.



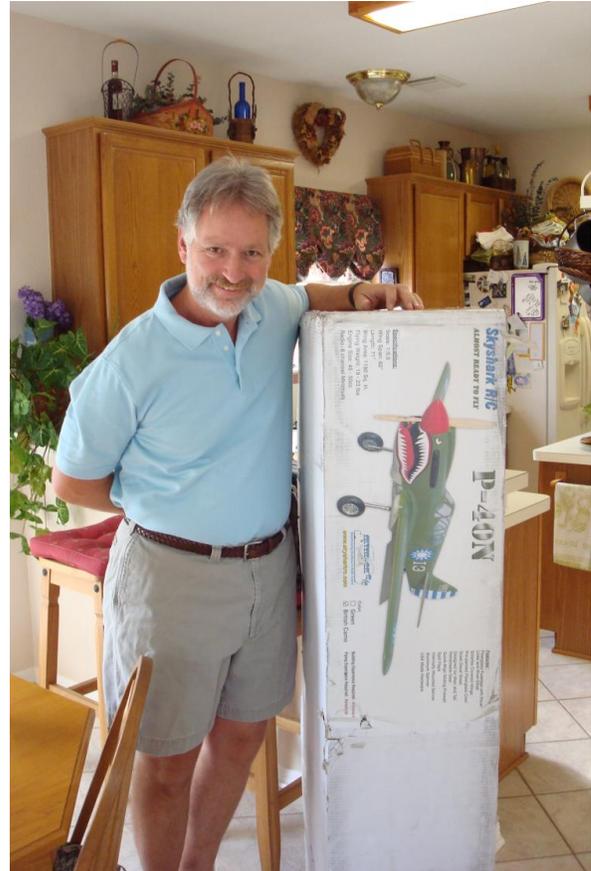
Down the pits



JSCRCC tent with Herman Burton and Dave Bacque peeking around the chair

In an earlier newsletter I told the story of losing my Hellcat. Well, I decided to get back on the horse and get a big bird ARF. I have seen the Skyshark P40 fly several times at bomber field and thought I would give it a try. Well, the box arrived and boy was it a large box. I actually can't believe they got all those pieces into that box. The ARF seems to be of decent quality. The only problem is that the

gear rails are off center by about 3/8". Otherwise, everything looks good. I have whittled on the rails and got them within a 1/8" or so.



The next set of pics is one of our members thinking outside the box when it comes to flying. With a little help from some club members and a chair, Don had a great time at the field.





This is all for this month. Remember the fun fly and lunch.

Until next month,
Safe Landings,
Mike

September Meeting Minutes

by Kent Stromberg

New Members/ Guests: Brian Bullers
Saurabh Chaugule

Oct. refreshments: Dave Bacque

Mike thinks security list is finally worked out.
Report any problems to club officers.

Fun Fly will be Oct 16:
Mike will contact James Lemon to be contest director

Propnuts will have a fly in/ swap meet on OCT 16th and 17th

Phil ordered 100 Bungees for tarp cover

Nov meeting will be an in house swap meet / Guests are welcome but we will have minimal advertizing. Saturday swap meet in 2011 was tabled

All Board members have agreed to run again/ floor nominations will be taken through this meeting.

Runway improvements on hold

Discussion of Project M:
Should have no impact on Flying at this time.
Mike will keep in contact with NASA for any impact implications.

Model of the Month (MOM)



Don White won Model of the Month with his E flite Fokker Dr. I Triplane

Crash Analysis

by David Bacque

Last month I was writing about performing airplane checkups to prevent crashes. Well, it doesn't prevent them all and today I proved it. With a fun fly coming up, I pulled out my Hots to get things ready for the fun. I don't have more than a dozen flights on this plane since the last complete checkup, everything was freshly charged, batteries were checked with an ESV, radio was range checked and plane was preflighted. Still, the plane crashed on its first flight of the day.

I made my usual Hots vertical take off to about 10,000', then spun back down to a

reasonable altitude. A little zooming around and I pulled out of a big dive to make a very high speed pass across in front of the flight line. That's when the plane started a slow roll. I tried to correct it and had nothing. I spun both sticks in circles and still nothing. The plane rolled to just past knife edge, dropping the nose the whole time. Then it hit the ground, almost vertical. The Hots is very lightly built and there wasn't much left. The crash broke all four servos, crushed one cell of the receiver battery, blew open the fuel tank and buried the engine so deep that I had to go home for a shovel to get it out of the ground.



So the next part of the picture is crash analysis. If you can't prevent a crash, you need to learn from it.

When I got everything home and hooked it all back together the receiver seemed to work. What happened? There were no glitches during the flight so it likely wasn't any form of interference. The battery checked out good in spite of one cell being crushed. The switched worked. And I could tell that the connector on the battery connector was still connected before the crash because it was broken when it pulled apart.

In the Hots, the receiver is in the canopy area and to access it you have to remove all the servos. So it only gets inspected when I do major maintenance. That probably cost me a

plane. Like I said last month, the thing that you don't check is the one that will cost you a plane. I think the most likely cause of this crash is a failure a power connector.

The next Hots is already started but what can I do to help prevent this from happening again? The receiver can only go in one location and like I said, it's impossible to get to without pulling all four servos. If I can't get to this part for regular inspections, I've got to make sure it's more reliable. So this time I'll tape the wires around the receiver after they're plugged in and any external connectors will have connector locks on them.

When you have a crash that was not pilot error, don't just write it off. Examine the remains carefully and analyze what you find. Try to determine exactly what the cause of the crash was and formulate a plan to prevent that failure in the future.

(Editors notes: Bet he won't re-use the tank)



MEETING NOTES

by Michael Laible

Below you will find some pics of the show and tell during the September meeting. I have mentioned this numerous times, this club is so special due to the diversity of the members – a little boat building, old books,

and electrics. Keep the show and tells coming.

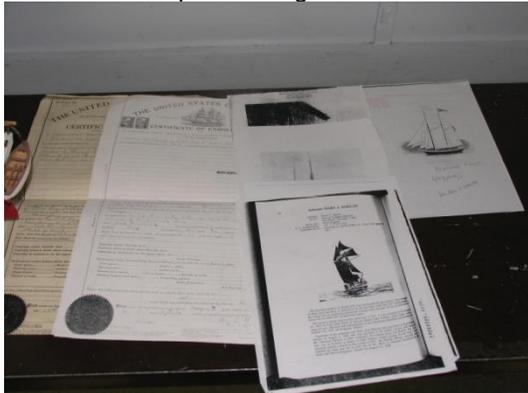
Anyway, see what you guys are missing by not showing up to the meetings.



Herman Burton with some old books from a long time friend of his



Kent Stromberg talking about his model ship. The model is a ship that his grandfather owned



Some documentation



Don White with his Fokker Dr. 1



JSC Special Project



Randy Stone with another E-Flite

Sorry if I didn't get all the captions right.

However, I really don't get it, ever pic has some sorta hand gesture. You would think we are a bunch of Italians!!

