

## **Intro**

If you have any ideas, articles, or stories for the newsletter, please email me, or call me to get it submitted. [grippm@bellsouth.net](mailto:grippm@bellsouth.net)

## **Club Officers**

The elected officers for WTRC for 2003 are:

President: Tim Treneff

Vice-President: Jeff Layman

Secretary: Mike Grippin

Treasurer: Anthony Harden

Safety Officer: Dave Huff

Field Marshall: Jeff Cowan

## **Rants & Raves from the Safety Officer**

Communication. What it is and why we should use it.

Communication is the only sure fire way we can let everyone else know what's happening. It really is kinda' cool. Cut's down on a whole lot of guess work, misunderstandings, and accidents. We married people know about the guesswork and misunderstandings part of communication that probably will never get solved but, we can all solve the accident thing.

In a perfect world, people would let everyone know what their intentions are much like using the turn signals on a car. As we are taxiing out, I think it'd be a great idea to ask those that are already in the air if they're coming in or are having problems so we don't inadvertently block their approach. By the same token, wouldn't it be neat if those flying were to announce their intentions like landing, a low pass or a touch and go to name a few. Don't you think it would be great if after calling out that you were coming in the rest of the gang at the flight line responded? If they did, it would cut down on the guesswork (Did they hear me?), the misunderstandings(Someone may be coming out on the runway.)

and the accidents.

This past weekend was just about as perfect of time I've had flying in a long while. It was beautiful and everything seemed to flow extra smoothly. The reason for the smoothness was the extra communication that was happening. Everyone was talking, cut tung up with each other, having a great time, announcing their intentions and responding to those announcements. It was smooth!!!

Combat was a blast last weekend! No injuries. While flying combat, I think the competitors need to be standing a little closer together than normal flying to enhance the communication process. We can inform the others when we're out of competition, or if we're having a problem so as not to endanger the other pilots or the spectators. Plus we can throw a few well aimed verbal barbs at each other too. By the same token the spectators need to be aware that they can be communicating the wrong way to the pilots. Those that are flying are concentrating so hard on the actual fight they're engaged in, we lose track of where the other planes are. The wrong expression or wording from the crowd can cause the flyers to go running for cover! This would be a bad thing. The ooohs and aaaahs are great! Please don't think that the NFL or the NBA are on TV and start yelling things like "Watch out!". You know you're yelling at the plane. The pilots don't know this and *could* misunderstand and think you're telling them! So far this hasn't been a major issue but I think we can see where there is potential for guesswork (Who is he talking too?), misunderstanding (Is a plane coming at the flight line?) and accidents (I guess he is talking to me, I'm outta here!, >-plane goes out of control -<).

Communicate clearly, communicate intent, communicate problems, things will go smooth.....

Stay safe

Dave

### **President's Corner**

As we near the end of the 2003 flying season, I just want to take time to thank everyone for all the great support we had this summer. A typical weekend day now has the parking lot about 2/3 full during peak hours and about 25 pilots. We also get more and more spectators.

This also means we have more wear and tear on the facility and more reason to be safety aware as we conduct our hobby. We have the field rules posted on the bulletin board and copies are available from the club officers.

Please be sure to take all trash home. We are finding more and more cigarette butts on the ground. If you must smoke, then take your butts with you.

Broken propellers are especially hard on our reel-type fairway mower. If you break a propeller, please take time to locate the broken piece and take it home.

We are approaching the rainy season. Please use good sense and not drive on the parking area grass immediately after rains or early after the ground thaws from an overnight freeze. At times we will have the parking area roped off, which means park on the gravel and do not enter the grass area. Should you accidentally tear up the turf, it is your responsibility to repair, roll and do whatever is necessary to restore it to its original conditions.

The good news: looks like we'll come out of 2003 (by March 1<sup>st</sup>) in the black for the first time since we acquired the new flying facility. I haven't added it up, but we invested roughly \$8000.00 in the last few years. Next year we'll be making more field improvements. The top four on the list are a sun shelter-visitor area, a concrete floor for the equipment shed, gravel for the driveway and of course the flying turf.

Mike has assured me that we will start a vigorous program of fertilizer and weed eradication on the flying areas. We should be somewhere between "fairway" and "green" quality by this time next year.

Tuesday will be the last meeting for the 2003 year (we always skip the December meeting due to the busy holiday seasons. We will meet again on **Tuesday January 13<sup>th</sup> at Shoney's 07:00 PM.**

Happy Holidays and see you at the meeting.

## **Field Notes**

Well, we made it through another grass growing season, and as you can tell, it has really come along good. I am really looking forward to having it all fill in next year. In a week or two, I will be aerating the runway and pit area and putting down an application of palletized lime. For those of you that have been out recently you may have noticed a bulldozer working hard beside JEA's fence. They are grading a new road for us that will come down along that fence line. The good news is that they will keep their equipment off of that road, so we shouldn't have the problems with ruts and biosolids on it anymore. The bad news is that once it's completed, that is our road to maintain. We are going to try to scrape up and recover gravel we've put down on the old road, but will probably have to buy some at some point.

Now that the winter wet weather is getting ready to set in, let me remind everyone that if the ground is moist, please do not drive all the way down to the rope line, stay parked up on the gravel. We want to try to give the ground as much opportunity to be in good shape as we can.

## **BS From the Hangar**

I would like to have every club member seek out another member to either call or approach at the field and thank them for the work that was done out at the field this year. We accomplished a lot. So many projects, and so many folks involved, that if I tried to list them all, I know that I would forget someone.

Also, I received this note from Bill Murray, (Tim's Dad-In-Law) who was here for a visit recently:

**As you know, I was visiting Tim, Christy, Alex and Katie this week. On Saturday and Sunday, I spent most of each day at the WTRCF field.**

**It is wonderful to be able to come so far and feel so**

welcome by such a great bunch of people. I was made to feel like “one of the guys” and managed to burn almost a gallon of fuel in the U Can Do. I was impressed by the group when Tim asked those at the field on Sunday to help get the hoses and most of the work was done or being done. You all should be very proud of your organization.

Keep up the great spirit and enthusiasm. Hope to be back for a visit in the spring.  
Sincerely, Bill Murray.

### **Chop Talk**

This one is a repeat from last month, but back due to high demand for a repeat of it.

This will hopefully help you through the learning stages of R/C helicopter flying with minimum hardship to both you and your helicopter. You won't have to learn formulas or theory; this practical information will enable you to progress from just thinking about getting into R/C helicopters to being a successful chopper pilot.

In this issue and future issues, I'll talk about selecting, building and flying a model helicopter. I am only in the hovering stage beginning to advance into transitional flight. This has taken a lot of time (on the simulator as well as at the flying field). Thus far, I've learned from experience (good and bad) and from talking to and watching the other heli flyers. Over the past few years, many have tried to teach themselves to fly helicopters, but without any outside help, the probability of their succeeding is rather low. After a few mishaps, many give up, saying it's too difficult and too costly, when in reality it isn't either.

### The Three Questions

Three of the most-often-asked questions are:

- How difficult are helicopters to fly?
- How much does it cost to get started?
- Is it better to first fly airplanes?

First, how difficult is it to fly helicopters? Think back when you were learning how to ride a bicycle. At first, the task seemed hopeless, but once mastered, these skills became automatic. Learning to fly a helicopter is like this, because at first you have virtually no control, and you don't think you'll ever have it. Then,

one day, you'll be able to do it – you'll hover – not for very long or very high, but you'll hover. And when you've learned how to hover, you'll never forget. I haven't ridden a bike for a while, but I know I still can, and it's the same with helicopters.

The second question – how much will it cost to get into this hobby? – is more difficult to answer, because much depends on the quality and size of your chosen helicopter, radio, etc. We all want a Mercedes for the price of a Ford, but today, even more moderately priced helicopters fly, and this wasn't always true. You should get the best equipment you can afford because better equipment is a good long-term investment. Even if you choose the least expensive model, plan to spend at least \$500 to start. I recommend purchasing a heli that someone at the field currently flies. This will make it easier for you as a beginner to seek some qualified advice/help. There are currently several helicopters at our field:

*Hirobo Scedu*

*Hirobo Shuttle*

Kyosho Caliber 30

Kyosho Nexus 30

Thunder Tiger Raptor 30

X-Cell 60

The final question – is it better to start with R/C airplanes? – is also difficult to answer definitely. Any experience gained while flying R/C planes would be helpful, but you don't need to fly airplanes before you try helicopters. I started in this hobby flying airplanes. Personally, I do not feel that flying planes contributed anything to my learning to fly helicopters. First, you must learn how to hover, and you can do most of your practicing without ever getting more than 1 or 2 feet off the ground. If you can hover at 1 foot, you can hover much higher, and keeping low while you learn minimizes the risk of damage to your machine. Here again, I strongly recommend the G2 flight simulator. It was very helpful for myself and others. I also recommend starting with training gear and keeping it on until you feel that you have mastered hovering.

### What To Expect

Don't expect to learn everything overnight! Learning to be a good helicopter pilot takes a lot of practice, concentration and patience, so don't get discouraged if you don't progress as rapidly as you'd hoped. We all went through the same learning process, and, if

you use the same amount of determination and practice that you used when you learned to ride a bike, you'll one day wonder why it seemed so hard in the beginning.

## Safety

Because of its large, spinning rotors, the helicopter is potentially the most dangerous of all R/C models. Proper construction and set up is vital to safety. A poorly constructed and/or set up helicopter will almost invariably malfunction, and this could cause you to lose control and crash.

Do I need to elaborate on the dangers inherent in an out-of-control airborne object? Never fly too close to spectators or ignore any part of the manufacturer's building instructions.

## Ask For Help

Always ask for help from other heli pilots prior to you trying to hover. After building your heli, always ask a more experienced pilot to inspect your machine prior to initial flight. A more experience pilot can pick out even minor mistakes, thus preventing them from becoming big ones.

Ricky Gately will be discussing "Selecting a Helicopter" in the next issue.

## Building & Repair Tips

Here's a good tip that I pulled out of the National Newsletter:

This is a collection of things that have made life easier for me while working on both models and home repairs in my shop.

### **Makeshift clamps**

I tend to use a lot of "white glue" (regular Elmers) or "yellow glue" (Sig Bond). To work right, things glued with slow setting water-based glues need to be clamped. A caulk gun is ideal for applying light pressure to small pieces. Place the work between pieces of scrap wood and then position the assembly between the jaws of the gun. The scraps of wood protect the work and provide a flat surface for even pressure. To apply pressure to the work, just squeeze the trigger.

### **Clamping: Curved or irregular pieces**

At times I have had oddly shaped objects to glue together. The worst may have been a set of pre-molded wheel pants. They didn't have a flat surface anywhere so I couldn't attach clamps. As I looked around the house, my dog tried to get my attention with one of those foam balls that you get for less than a dollar in pet stores. It isn't easy to hold curved or irregular pieces tightly in a clamp.

An ordinary soft rubber ball can provide a good way around this problem. Cut off a piece of the ball to create a flat area and glue a film canister cap to the opposite side. Place the cut side of the ball against the work piece and the clamp head in the film cap. Clamp the ball and work piece in place. The ball conforms to fit any shape and won't scratch the work.

### **Woodworking safety tips**

Always keep a clean shop. A cluttered shop is an accident waiting to happen. Keeping your shop clean will protect you and your tools. Avoid distractions and pay attention to your actions. Looking up to watch TV or talking to a visitor could result in your hand contacting the blade so always wait until you have completed your cut before you take your eyes off the blade.

Never get in a hurry and keep in mind that what you are doing is a hobby. Take a break when you feel rushed or frustrated with a project. Mistakes happen when you rush to get your project completed. I use things like push sticks, ear muffs, and safety glasses every time I am in my shop. My uncle was a model maker for the US government for years. By the time he retired, he had lost parts of fingers on both hands. It's not worth an injury!

### **Bevel sawing (angle cuts)**

Sometimes people have to splice two or more pieces of wood together for a spar or leading edge. When that is done as a simple end-to-end glue joint, it creates a weak point in the wing that almost always is the first place to break. Cutting the ends to be joined at an angle before joining provides more gluing area and spreads the stress out, resulting in a stronger joint. In passenger aircraft, the FAA requires a seven to one splice. Boat builders use 10 to one or more. Any angle is better, and here is an easy way to get some additional gluing area.

Bevel sawing on a scroll saw, band saw, or table saw involves any kind of work in which the table is intentionally set so that it is not perfectly square to the blade. The result is a vertically slanted cut surface, whether the table is adjusted a full 45° or merely clamped

1° from a true perpendicular plane. The result will be a beveled cut. With my scroll saw, I can easily get 45°. That gives me almost half again more gluing surface and an extra margin of strength.

### **Donation lookout**

We're always on the lookout for anything good that can be used at the field. Hand tools would be nice, we have some, but could stand to have a few more things. A hammer, drill bits, etc. If you have something you'd like to donate, look in the shed to see what we are lacking.

### **Bag of Balsa of the Month**

Nothing too bad at the field last month, a couple of dinged up planes. I heard about a combat situation where 3 out of 5 didn't make it back safely. Tim did lose his beg Laser at the airshow, the wing folded up on him during maneuvers.

### **Next Club Meeting**

Next meeting will be Tuesday November 11, 7 pm at Shoney's. BE THERE.

### **Links**

Here are some links to some pretty helpful websites:

[West Tennessee R/C flyers rc planes remote control airplanes r/c r-c flying aircraft wtrcf –](#)

Here's a new site similar to RCUNIVERSE <http://rcbay.net/>

<http://rcgroups.com/>

[RCUniverse - The Ultimate RC Forum! - Buy, Sell, Trade and Discuss RC Airplanes, RC Helicopters, RC Cars, Boats, Engines, Radios, Park Flyers and more plus RC Classifieds](#)

[R/C Battery Clinic](#)

[Academy of Model Aeronautics](#)