

Intro

If you have any ideas, articles, or stories for the newsletter, please email me, or call me to get it submitted.

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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

Hello all. I was a very close witness to a mishap last Sunday at the field. It got me thinking about something. We had a guest at our field named Don ?? (sorry, bad with names) with a twin boom pusher prop jet. A beautiful plane. I helped him start it and carried it to the fence. The engine loaded up and it died. Dennis Patterson brought out his starter and it's running again. Cool! It still wanted to die on run up in the transition so, Don decided to have me hold it to get it up to RPM. I grabbed it by the horizontal stab and when the engine got up "on the pipe", yes it had a tuned pipe on it, I immediately knew I could have screwed up real good. The stab was about 8 inches behind a 3 blade Master Airscrew propeller that was turning 19,000 RPM's!!! Don nodded and I gladly let it loose. Take off was beautiful, graceful and fast! The plane then made that "you just spun your prop off with the starter" sound, we all know that sound, and the engine died. Don did an outstanding job of not getting rattled, kept his speed up, and made the turn and dove to the field. He didn't make it. He needed about 5 more feet of altitude. I've seen a lot worse at way slower speed than this particular belly flop. The plane will fly again.

Upon further review, the prop did not come off. The blades separated at the hub. One of them went through the port side tail boom!

So the question is, are we over-revving our props?
Everything has limits. Do we know what the max operating RPM of our props is? We all have looked at our props while doing a ground run up and had some vision of a psycho meat slicer. Have we thought about blade separation? How fast it's going and where it ends up?

Something to think about when you run those puppies up on the ground huh? Please pull your aircraft forward in the pits to get a clear line on the prop blades where if one separates it wont hit anyone. Point it into the arresting barricade, commonly known as a fence, and run it up! Just remember, if the prop, or a blade comes off, it can go in any direction, forward and/or side to side, from a line that runs down the leading edge of the wing, and it'll probably zing for a pretty good distance too.

Stay safe and have fun!
Dave

President's Corner

I didn't get the pictures ready, but we need to thank all the folks who have been working hard, donating money and time to help the club.

This is an all volunteer organization. Without these folks we wouldn't have a nice place to fly.

1. Jim Howland donated the trailer which now sports the John Deere colors. – looks like new.
 2. Jim Howland donated the "roto-hoe" aerator which has been rebuilt and painted John Deere Green.
 3. We asked Scott Hubble to help us come up with a hitch for the roto-hoe and he came back with another masterpiece.
 - a. (Scott also built the roller, The ground scraper, and ramps that we used to use).
 4. The Roller is now John Deere green and yellow. It was starting to show signs of rust. We got it in good time.
 5. The field sign has been relocated to the new parking area.
 6. A flagpole was donated by Tim Treneff and installed by several members.
 - a. It has since been vandalized (flag stolen).
- Mike Grippin continues to keep the fairway nice. (we can

use volunteers to help with trimming).

The Jacobsen is experiencing hydraulic problems. We need to be ready to finance and repair it.

Bill Smith is authorized to repair and gravel the road. He will do this in the least cost method to the club.

Tim Blankenship hosted the Junior Civil air patrol Saturday the 6th.

We had a great turnout. May get some new Junior members.

The individual donations of money kept us at a break even.

And a special thanks to the Club trainers and the few others that go out of their way to help new flyers get their planes into the air and get some stick time.

The Air Fest is October 5-6. We plan to put on the great show as always.

See everyone at the meeting Saturday at 2:00pm –
Combat 4:00pm.

Bring your suggestions and complaints to the meeting.

The President
Tim

Field Notes

Wow, WHAT A GREAT MONTH. We had a lot going on during August. Tim Blankenship brought out the JR Civil Air Patrol for some building of some free flight kits and some hands on flying with some trainers. Like normal, get them behind the sticks and they get hooked. One Sunday we had a good demo of Turbine models. I apologize because I forget his name, but the guy did an outstanding demo for us with his turbine jet doing some great flying.

It got to be too late in the year for my last application of nitrates, oh well, it will save a little money that we can use for lime this fall. I plan to use the heck out of our new aerator provided by Jimbo, in November and then get the lime put down to try to sweeten the ground for next spring.

BS From the Hangar

Here's a note that I should have included last month, but forgot about it. Let's be good neighbors back here at our field. Specifically when you drive down the road leading back to the field. Some of the residents in there have complained to the Jackson PD about speeders on the road, primarily singling out JEA and "the flyers". Folks, the posted speed limit on that road is 30 mph, so let's try to abide by it and be good neighbors. I do know that most of the speeders are the local residents, so maybe we can help by slowing things down a bit out there. Trash is getting worse out at the field. I'm not talking about big items, we've been pretty good about that, it's the small things like rubber bands, butts, small pieces of balsa, etc. When you don't pick up behind yourself, it just makes the pits look bad, and in some cases these things get hung up in the mowers, so please pick up even the smallest items laying around.

Chop Talk

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 Sceadu

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:

CLEVISES: A note to the unwary

By PETE YOUNG

Last summer I lost elevator control of an Almost-Ready-to-Fly (ARF) trainer. The airplane stopped responding normally to elevator commands, and pitch control eventually disappeared entirely. I wasn't able to return the airplane to the flying field, and it ended up in the big swamp where it stayed for several months before anyone found it.

The root cause of this mishap was that the elevator's nylon clevis had stripped out and thus, all elevator control was lost. The airplane was on its third flying season, by the way. So, one lesson is replace nylon clevises with metal ones, especially on elevators, which see extremely high air loads.

This past week I was flying a new ARF trainer. I had replaced the kit's plastic clevises with metal ones. On its first flight, the airplane started requiring more and more nose-up trim, the reverse of how a gas airplane acts as it burns fuel. An alarm went off in my head, triggered by memories of last summer's incident. I immediately chopped throttle and landed after less than two minutes of flight time.

On final approach, the airplane started pitching over more and more, despite my holding full back stick and back trim. Although I thought for a moment the airplane was going to dive straight in, I was able to bring the nose up sufficiently to make a hard landing with minimal damage—a sheared off landing gear plate. I was lucky the aircraft wasn't totaled.

The cause of this incident was the DuBro metal clevis had stripped the threads off the kit's threaded rod linkage, a variation of last summer's problem. I recalled that I had forced the DuBro clevis on, but as I had done this in the past with no problems noted, I didn't think anything of it.

It turns out that most ARF trainers these days have 2-millimeter threaded rod linkages and matching plastic clevises. If you replace the plastic clevises with DuBro or Sullivan metal clevises, you'll have a mismatch between the metal clevises' 2-56 threads and the kit's 2-millimeter threaded rods. By the way, metal 2-millimeter clevises aren't a common hobby shop item. Common ones are either 2-56 or 4-40.

The remedies are easy. You can solder on a 2-56 (or 4-40) threaded rod, using silver solder and solder couplers (not electrical solder!). If you don't like to solder, you can replace the 2-millimeter linkage stock completely. Simply replacing the original plastic clevis with a metal one isn't a good solution.

from *CRRC Flight-Log*
Charles River Radio Controllers, Inc.
Michael Cormier, editor

Waltham MA

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

It was such a good month that I can't even begin to think of what would win the award this month. I know we all feel for Jimmy G. Has had a string of bad luck earlier this month, but he's coming around now.

Next Club Meeting

Next meeting will be Saturday September 13, 2 pm at the field. BE THERE. There is going to be a lively discussion about hosting events, so please come out and voice your opinion.

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 –](#)

[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](#)