

Mountaineer R/C Flying Club



January 2001

Starting the New Year

I hope everyone had a happy and safe holiday season. Sure hasn't seemed like winter. There really was some great flying weather in November and December.

Everyone had a good time at the Christmas dinner although the attendance was low (*as I am told*) from previous years. Thirteen members attended along with spouses or significant others. Some had misgivings toward having the dinner at Ryans, but we did have a room to ourselves and the food was good. Details of the meeting are on the next page.

I'd like to thank everyone who has given me compliments on the last newsletter. I'd like to think that I can make them all as informative as possible. *Barry*



New officers left to right: JR Weekley-President, Dave Gaines-Treasurer and Bob Yates-Vice President.

Safety for the New Year

Being the first of the year, it seems like a fitting time to talk about safety at the field. In the last two months we've had a couple of safety related incidents that are worth mentioning for those who weren't there to experience it first hand.

The first one was at my expense. I was having problems with my Saito 180 on my Ultra Stick. Bob Yates offered to give me a hand with it. We had started it up a couple of times. I had just started it again and stepped over the wing, straddling it with left leg to hold it, while Bob was leaned over to adjust the needle. Just as I was throttling up there was a bang, engine stopped and everyone's eyes were as big as saucers. Bob was counting his fingers and I was just realizing a tremendous pain in my

leg. The brand new, never flown Dynathrust 16X8 prop had separated striking me in the leg (*see photo*). Fortunately I was wearing jeans, but it still managed to cut my leg and deeply bruise it. As of this writing it has been over a month and is still quite painful. The truly scary thing about this incident was that Mark Chapman was on the ground on the other side of my plane fueling his plane in direct line of my prop arc. Had the prop gone the other way, Mark may have received a serious injury.



The next incident was at Jeff Grimes expense. Jeff had

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Next Meeting - Tuesday, January 8th, 7:00PM at Wee Play Day Care located at 2134 Washington Ave. in St. Albans behind the high school.

November Club Meeting Report

November 18, 2001

Attending: Bob Yates, Dave Gaines, Barry Thaxton, Don Weaver, Bob Weaver, Bob Daley, Tom Buscher, Stan Clark, Denny Bostic, JR Weekley, Michael Gullion, Darren Gullion, Steve Craddock, John Clark & Brandy, Jerry Leffel, Robert Heatherly, Gary Hensley and Charles Jarvis

Meeting started at 2 PM. Clearly the election of officers was foremost on everyone's mind. No old business was revisited. John Clark inquired as to whether or not there had been further complaints from neighbors. No reported incidents since the last time.

For the elections; Jerry Leffel stated he was not declining his nomination for VP. He voiced his opinion that the incoming president choose his own VP. Denny Bostic declined his nomination for Treasurer. Barry Thaxton was nominated for Treasurer. Denny was nominated for VP as well as Bob Yates for VP. With no other nominee for President, JR took the position. Stan Clark moved to close the nominations.

Final vote:

Vice President

Bob Yates	9 votes
Denny Bostic	8 votes
Jerry Leffel	1 vote

Secretary/Treasurer

Dave Gaines	9 votes
Barry Thaxton	8 votes
and 1 lost chad	

Denny Bostic addressed the subject of firewood for the barrel this winter, asking everyone to bring few sticks of wood when they come out. JR suggested everyone pitch in \$10 and buy a load of firewood. Nothing was decided.



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December Club Meeting Report

Christmas Party December 11, 2001

Bob Yates gave us an overview of the evening events and sent us to eat.

Attending: Bob Yates, Dave Gaines, James (Chunky) Cottle, Barry Thaxton, JR Weekley, John Clark, Darren and Michael Gullion, Stan Clark, Don and Bob Weaver, Jim Creasey and Denny Bostic.

After dinner, Bob opened the meeting. Dave gave us an estimate of available funds based on the money he had collected prior to the dinner. Exact figure was unavailable, but it was slightly over \$1200.

Bob reviewed some of the accomplishments in the past year including road improvements, picnic table and pin board. He also mentioned future projects on the board which included clearing the scrub trees from the entry into the landing pattern on the shelter end of the field. Winter flying was discussed with some talk about getting a load of firewood for the barrel.

The award presentation began. Chunky received the Presidents award for contributions to the club. Michael Gullion received the Pilot of the Year award for his achievements this year. The good guy awards went to Dave Gaines, Denny Bostic, Tom Buscher and Barry Thaxton for their contributions to the club. The wives were awarded for their contribution at the fly-ins. Chris Yates made bags of cookies and treats for everyone to take home.

Bob acknowledged Stan Clark for his years of service as newsletter editor. Bob gave the floor to the new president, JR.

Winter meetings were discussed and it was decided to be held on the 2nd Tuesday at 7:00PM at Wee Play Day Care. JR touched on the subject of enclosing the ends of the shelter, new lawnmower and addition fly-ins in the 2002 year. He also expressed his desire to change the award format for the coming year to allow the recipients to keep a plaque. JR thanked Bob Yates for his work as president this past year.

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(Safety for the New Year continued...)

already made several flights on his .40 size Ultra Stick. He had just started it again and was reaching for his radio, still holding the plane, when the firewall separated from the fuse. The flying engine and prop dug into the ground and some how managed not to hit Jeff. After inspecting the plane, it was discovered that the fuel tank was leaking. The firewall and surrounding structures all had fuel damage, thus allowing the firewall to come loose.

What lessons can be learned or in my case relearned from these incidents? First and foremost, respect thy prop! It is an angry beast and smite thee if it can. It is easy to get complacent about safety when handing your plane. After all, you've started and flown it dozens of times and nothing has ever happened. One day, something probably will happen. I would suggest that before you start your plane you clear the prop area. By this I mean making sure there is no one standing in prop arc on either side of the plane. Full scale pilots will yell "Clear the Prop!" out of their window before starting up. Once it is running, taxi it out away from everyone before doing a full run up. If you are having engine problems, it may be a good idea to take it down to the far end of the pit area or the other side of the shelter away from others and work on it there.

Preflight of my R/C planes until recently has been almost none existent. If you are or have been a full scale pilot, you know the importance of preflight inspections. In the case of our R/C planes, preflight checks can save your plane and more importantly, reduce the risk to others from an out of control plane. In Jeff's case (*not picking on you Jeff*), he hadn't had the wing off his plane in a while. If he had, he probably would have noticed the fuel soaked wood. Spend a few minutes going over your plane checking screws, clevises, engine mounts, servo horns, hinges, wheel collets, etc. You might be surprised what all needs fixed or tightened. I've started a routine of doing this as I put my planes away after a day of flying. I'm more relaxed and not in a rush to grab the plane and get to the field. I also know when I pull a plane out off the shelf, it is ready to go.

***"A Man Has To Know
His Limitations."
-- Dirty Harry***

Club Contacts

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Newsletter News

You may have noticed advertising in our newsletter. If you are wondering, the ads are paid for. I hope to secure a couple of more advertisers which will fully fund the newsletter and perhaps some other activities. To date, the postage for the newsletter is funded for this year with a little left over.

Web Site News

If you travel the Internet, check our website at www.mountaineer-rc.com. I've been trying to keep up with posting new pictures and even have a couple of movies of Bob Yates' Nieuport 28 up. The newsletters are also available online. Actually, the newsletter makes it to the website about a week before you have your paper newsletter. If anyone feels the electronic version of the newsletter is sufficient and would like to be taken off the paper version (saving the club \$) email Barry at barry@mountaineer-rc.com. Those who choose this option will be notified via email when a new newsletter is available online.

(December Meeting continued...)

Denny sort of agreed to sale or dispose of the 2 old lawnmowers. The subject of a written copy of the by-laws was brought up. Barry charged himself with taking what was started last year and getting it finalized at the Jan. meeting.

Changing the lock code was decided on and will be done the 1st of February (*Note: because of the timing of the newsletter, the gate will be changed March 1st, per JR*). The subject and AMA currency was brought up and JR reminded everyone that if after Dec. 31 anyone who has not renewed is ineligible to fly.

Stan moved to adjourn.

From Around The Field

Where is everyone? Up until the holidays the weather has been great. There has just be a few of us out enjoying the great weather. Needless to say there hasn't been a lot of activity at the field.

Bob Yates' finished his great looking Nieuport 28 and took it on it's maiden voyage on Dec. 9th. A good number of us showed up for show. It flew great.

Other new planes at the field I'm aware of have been my Fokker D-VII and my Top Flight Corsair which Bob Yates test flew for me in late Nov.

New Member: Jerry Workman - Jerry flew at the Diamond field 20+ years ago and is rejoining the hobby.

Barry

News Flash!

Chunky has actually been seen at the field twice in the last 2 months...on his Harley of course.



Barry Thaxton's new Global Models Fokker D-VII ARF by an OS .52 four stroke.

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Bob Yates' Balsa USA Nieuport 28 powered by a Zenoah 23.

Time for the Snowbirds

We've had our first snow. No need to let a little frozen water spoil the fun at the field. Try some snow skis! It is a ball.

I made it to the field the day of our first snow. It was cold, very windy and only a nut like me would be out on a day like that. I picked my Thunder Tiger-Lazy Tiger P-51 for the task. The plane has great stall characteristics and can be made very docile or very agile depending on how you set the rates.

Taxiing was a lot of fun. Once you get it moving on the skis, you can do donuts all day long. Take off was easy and surprisingly short. It did want to pitch nose up. Flying was sort of a handful. Turns had to be made very shallow. Landing on the snow was a piece of cake and very soft. I had to use alcohol in a spray bottle to de-ice the plane between flights.

Get some skis and next snow give it a try, you will love it. See ya there.... *Barry*

NOTE: The newsletter banner this month features Barry's Fokker DR-1 flown by Bob Yates.