

President - Bob Yates 722-3634
Yatescol42@cs.com
Vice-Pres - JR Weekley
984-2282 rcflyer36@hotmail.com
Sec/Treas - Dave Gaines
727-1549 WRCFlyer@hotmail.com
Newsletter - Stan Clark
562-5133 lmaa5157@aol.com



**JULY - AUGUST
2001**

Check out the club website:
www.mountrcclub.homestead.com ; send comments to
Dave Gaines.

**NOTICE: THIS IS A TWO-MONTH NEWSLETTER.
NEXT TWO MEETINGS : JULY 15th, and AUGUST 5th
BOTH, 3:00PM, AT THE FIELD**

WELCOME:

New member:
Barry Thaxton
157 Taylor Rd
Dunbar, WV 25064
766-9180

New old member:
Charles Jarvis
119 Kenna Dr.
So. Chas, WV 25309
768-7534

Please take time to introduce yourself to Barry and Charlie and anyone at the field that you don't know, or whose name you don't remember.

NEWS

- *At June Meeting, the clarification of rule #12 as proposed in the June newsletter was approved.*
- *Put the dates for **Bob Evans (AUGUST 11-12)***
- *and **Summersville (AUGUST 18-19)** on your refrigerator door.*



Stan

June 17th Meeting Report:

- **Members present:**

Bob Yates, Dave Gaines, John Clark, Darren and Michael Gullion, JR Weekley, Don Weaver, Bob Weaver, Bob Daley, Robert Heatherly, Jim Cottle, Dennis Bostis, Charles Jarvis, Jerry Leffel, and Stan Clark.

- **Treasurers Report:**

May 20th, 2001 Balance:		\$894.89
Income:		
Memberships	100.00	
Expenses:		
AMA wings	21.00	
June 17th, 2001 Balance:		\$973.89

- **Business:**

- Dave Gaines reported that the new weatherproof pinboard is coming.
- Bob Yates reported that mower maintenance work is going on, expect to have 2 useable mowers soon. Still planning on the purchase of a new mower next year.
- Proposed rule #12 clarification as written in the May newsletter was approved unanimously. Conditions to meet Rule #12, "All planes and radios must be in good condition", are as follows: "Compliance with the AMA Safety Code, to include but not limited to; ground range, and successful flight testing, **ALONG WITH** an airworthiness inspection by the owner/pilot, **AND/OR** a more experienced RC pilot shall meet the club requirement of 'good condition'. In addition, all club members have a responsibility to take action to not allow an aircraft to be flown without meeting the intent of the above statement. Club officers (president, vice-president, and sec-treas) have the right to refuse flight privileges, if in their opinion a plane/radio is not in airworthy condition."
- A new requirement: "New trainer ARFs, when owned by new pilots, must go through a battery condition check before flying," was approved unanimously.
- Field Cutting: Jerry Leffel is to contact Charlie Holbrook in order to get in touch with Alonzo Byrd concerning filed cutting.
- Jerry Leffel awarded AMA Wings to: Don Weaver and Darren Gullion, and the remaining ones purchased from AMA in the hands of Bob Yates for future use.
- Bob Evans flyers to be included in the July newsletter, and copies for the local hobby shops will be made available by Stan Clark

President's Corner

Summer is here and it has been hot flying at the field. In spite of the heat we still have had some good turnouts on the weekends. This summer a lot of new planes have made their way down to the field. To name a few the new ones that have flown in the last month: John Dixon's Ryan, Gary Hensley's Hangar 9 Stick, new member Barry Thaxton's Something Extra, JR's Carden 30% Cap, Darren Gullion's Easy Sport, Denis Bostic's F-14 AND Extra 300, Bob Rowe's Edge 540, Michael Gullion's Sig Cap 231, Bob Weaver's Corsair, and last but not least, my Great Planes 33% Extra 330L. This is a great showing guys, keep 'em coming.

Just a reminder, our next meeting is this coming Sunday; some of the topics we will discuss are: Bob Evans Contest (work obligations of the Mountaineers, participating in the scale contest, and also in open flying, AND attending and participating in the Summersville Fly-In.

Apparently Mr. Byrd is not going to cut hay this year, we will need to discuss how best to get it done.

For all you airplane nuts out there, remember July 21 is the Dayton Air Show. You don't want to miss it; I'll be there, and hope to see you.

Bob

Some of My Thoughts on Testing: (Not the only way to do it)

RANGE TESTING:

The objective is to establish a good base range under standard conditions, and to use that to determine if the system is up to snuff.

1. With engine NOT RUNNING and with ANTENNA COLLAPSED, pace off the distance until the control surfaces start to jitter or otherwise begin act up. A recommended distance is typically 50 paces (150 feet). This is the engine-off-distance.
2. With the aircraft restrained (not held by someone) and with the engine RUNNING and ANTENNA COLLAPSED, pace off the distance again until the control surfaces begin to move or the throttle acts up. This is the engine-on-distance. A recommended distance is no less than 80% of the engine-off-distance.
3. During all tests the aircraft orientation, the TX orientation, and the surroundings must be constant. A preferred location is away from a flying field, so that there aren't any other transmitters on. Doing this at home may be best for you.
4. If you don't have 80% of the engine-off-distance, don't fly without thoroughly checking the system. Find out what is causing the problem.
 - a. For gas engines the cause may be lack of grounding of the spark plug cable sheath, and/or RF getting to the receiver or the receiver battery, via being too close or the use of a metal throttle linkage through the firewall.
 - b. For electronic ignition equipped engines, it may be the location of the ignition module or the ignition battery too close to the receiver battery.
 - c. For any aircraft or engine vibration from the engine can expose poor connections (solder joint, plug in connector, or loose antenna) and/or other things like metal to metal contact.

BATTERY TESTING:

The objective is establish the base capacity of a battery pack, and to use that to determine if/when capacity is lost:

1. Discharge a fully-charged battery pack to 1.1 volts/cell with a device that puts a load (~300ma) on it, and record the battery capacity in milli-amps (ma). (A commercially-available device such as Hobbico's ACCU-CYCLE is recommended).
For a new battery pack repeat step #1 and compare the capacity to the rated capacity.
3. Cycle batteries every 3 months, or whenever the pack is run below 1.1 volts/cell (like you forgot to shut off the switch), or after an event. Keep a log of all battery tests. With more than one aircraft, identify each battery pack (I use year and number, e.g., 00-02 which means new in year 2000, pack #2)
4. When the capacity is less than 90% of the new or rated capacity, the battery should no longer be used for aircraft use. Relegate it to some other use such as a starter battery or surface vehicle use, or designate it a paperweight.

Stan



THE FOUNTAIN HOBBY CENTER

200 W. Washington Street
Charleston, WV 25302

344-1441



Bob Evans Scale Pilots - Info from the Scale Master Competition Guide

5.2 Figure Eight

Judges are to evaluate:

- Maneuver called at 45 degrees from Judges' Centerline (left or right of judges)
- Bank angle typical of full size aircraft at speed
- Crossover points on Judges' Centerline (directly in front of Judges)
- Crossover points at same altitude and location
- Symmetry same, left circle same size/diameter as right circle
- Exit altitude same as entry altitude

Perhaps more than any other maneuver, the horizontal figure 8 best reveals how well a pilot can position and control the aircraft with a prototypical attitude and precision over a large horizontal area in various conditions. The maneuver starts with a straight and level entry. It can be flown from either direction depending on the wind. Usually it is flown starting into the wind. At a 45-degree angle to the judges the contestant calls, "maneuver beginning now." He then begins a 90 degree turn away from the judges followed by a 360 degree turn in the opposite direction, and then a 270 degree turn back toward judging center and completes with a straight and level fly past calling the "maneuver complete" at the judges' centerline. The prototypical bank angle used during the figure eight is anticipated to vary in windy conditions to maintain a figure eight pattern with respect to the ground and judges. Be aware that an optical illusion occurs as the aircraft flies away from the judges as the aircraft, if altitude is perfectly maintained, will appear to loose altitude. Experienced pilots understand this and resist the urge to climb, that otherwise would place the aircraft higher than it should be when it comes back around.

