



July 2023 News Letter

AUTHOR: Patrick Murphy

The July 8 Members meeting begins at 8:00 a.m. (Summer Hours)

Membership

At the time of this writing, we have 109 members.

Vandalism at the Field

Sadly, our field has suffered some significant vandalism recently. During June, someone shot at some of our signage with a BB gun. Worse, someone scattered hundreds of BBs across the field, especially on the western (right) end of the runway.

Member Nick Tocco learned of the BBs the hard way. In taking off his twin EDF, one of his fans exploded, apparently due to ingestion of a BB. Nick skillfully kept the plane on the ground, preventing more damage and a possible threat to people on the ground. The club has purchased a magnetic sweep for clearing off BBs and any other magnetic debris. The sweep is kept in the CONIX box.

We urge everyone to be vigilant about debris on the runway, and about strange or unauthorized persons around the field. Needless to say, a plane ingesting a BB on takeoff is in danger of crashing on the bike path.

Scale Fun Fly

Event Coordinator Jonathan Moore put together the Scale Fun Fly on June 3.

Right, Jonathan Moore's Sopwith Pup has a Saito 45 in it. More than scale power.





Left, three classic aircraft. On the left, Jonathan's Tiger Moth. Center, Mike Moore's P6E. On the right, Keith Koppos's Frankenplanen Dreidecker.

Right, Jonathan pulled together some nice prizes and trophies.

Lower right, Victor Fuentes walked off with the Master Scale trophy.

Below, Jonathan's Sopwith Pup.



New Planes



Ralph Salgado's Gulfstream G650 is a Banana Hobbies model with a custom paint job. Beautiful on the ground, and in the air. A real 650 will cost you \$65 million, with a three-year wait list.

Right, Mike Moore has a Great Planes P6E. He also has one in the larger 20cc size.



Left, Jerry Ibanez made a custom rotor stand for his gorgeous Eurocopter 350. It's painted in Zermatt Air livery. Zermatt is the village at the base of the Matterhorn.



Above, left, Bill Wilson's E-flight T-28 is a 1.2 meter version. It has retractable gear. The other T-28s you see at the field are generally 1.1 meters with fixed gear. What is Bill compensating for?

This was the maiden flight for Bill's plane.



Left, Alex Luke has refined his 3D printing technique. This is a Foga CM.170 Magister trainer. In spite of the weight penalty of 3D printing, Alex's machine flies well. Note the V-tail. This is the plane flown by the Israeli Air Force Aerobatics Team.

By Doug Allen – Right, successful maiden flight of Eric Charley's new Eflite EC-1500. It has a cargo door that opens. Eric put some candy in there for us to go get. He calls it his "Candy Airplane." Bravo, Eric!



By Doug Allen – Left, Keith Devine with his new FMS 80mm Rafale C. Very successful maiden flight and, Oh my! did he ever grease the landing. Just a little trim and it was good to go. Bravo, Keith!

Ed.—The wild paint job is from the 2013 NATO Tiger Meet.

By Doug Allen – Right, Mike McIntyre and Brian Brown are making sure Bill is getting all the help he needs with his AeroWorks (I think) Slick 540. Let's see, did I remember to put gas in the tank?



Scale Detail

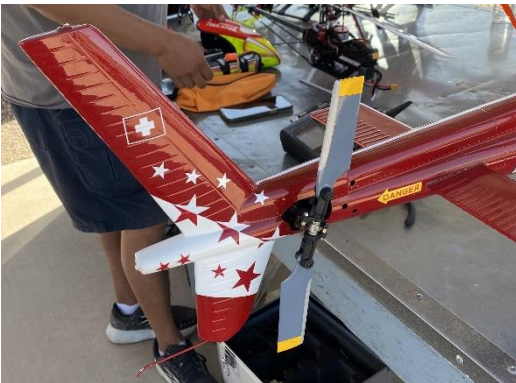
Victor Fuentes showed up with a late-model CH-135 Marine Corps Huey. The detail is terrific. This is the twin-turbine model.



Below, right, Victor's U.S. Army Huey is more of a Vietnam-era aircraft. It has a single engine.



Left, Randy Wegner's RV-8 now has a pilot, and he looks odd—ly familiar. The pilot was crafted by Bill from life. The plane has a DA-60 in it, which offers plenty of power, according to Randy.



Above and right, Jerry's Eurocopter has great detail, right down to the copilot's Ray-Bans.



Auction Items for the July 8 Club Meeting



After the July 8 meeting, we will be auctioning off this nitro helicopter.

It's a Raptor 2.40 SC, with a Thunder Tiger engine. It comes complete with a radio and spare rotors.

Donated by Mike Squires.

Below, Mark Delaney donated this Pitts Special electric.



Did You Know?

The Pitts was the only plane flown by the US Aerobatic Team in winning the individual and team championships at the 1972 World Aerobatic Championship.

The oldest surviving Pitts Special, *Little Stinker*, was the second aircraft constructed by Curtis Pitts. It was the smallest aerobatic airplane in the world at that time. Betty Skelton bought this airplane in 1948 for \$3,000, and with it she won the 1949 and 1950 International Feminine Aerobatic Championships. Her impressive flying skill and public relations ability heightened awareness of both aerobatics and the Pitts design.

Little Stinker now resides at the Smithsonian.

Taking a More Measured Approach

Contributed by Special Correspondent Randy Wegner

We are each unique in how we approach our R/C hobby and also, how fast or far we each progress in it. Some of us are more driven, while others prefer to live vicariously through others. I guess I have done both at different times.

I began my R/C adventures way back in 1977, back in the military. I didn't know anyone who flew, so I just dove in with both feet all on my own. I scratch built a plane from a picture of a Balsa USA 25 size Swizzle Stick. I was lucky enough to get it airborne a handful of times before killing it completely. That was enough to teach me the basics, and I progressed from there! Nobody around for miles, I built and flew countless planes, and, later, joked about how I could have bought a nice home with all the money I have spent on R/C.

I never did receive any flight instruction, and have always done all of my own test flying. FORTUNATELY... (for all of mankind), there are very few people who approach the start of their hobby as I did. Most take a more measured approach, and seek help to get going and beyond.

Here is where things can go south fast. You and I have all seen people jump from trainer to a really hot plane without gaining the needed experience to be successful as well as safe. A pilot, who passed several years ago, flew a trainer, and then bought a 35% scale P-51 as a second plane. On his first flight, he spun it in. I yelled for him to release controls and let off the elevator but, he continued to spin all the way down. Basically, he had so much elevator that it snapped into a spin when he pulled a loop and didn't have the experience to know how to recover. Just let off the elevator and fly out.

So, I sometimes say to people, "You have your whole life to fly planes, take your time and enjoy your journey, no need to rush." Rather than pile-driving an expensive P-51 into the pits or bike path, take a more measured approach to it all. There is nothing particularly impressive about showing us how you can crash a too-hot plane. Case in point, I fly slower planes with a degree of forgiveness built in when I want to fly (less reserved). I have yet to progress to flying freestyle with real freestyle type planes. I know I have my 64-year-old limits, and I do my best to stay within them.

I think it is very healthy and a lot safer for us and the longevity of our precious and rare flying site, if we can all look inward and determine what airplanes suit our abilities best. We ourselves, our fellow pilots/spectators, and also the club field itself rely on a prudent approach to plane selection. Let's all do our part, myself included.

Randy

**Please attend the July 8 Club Meeting
0800 Hours (Summer Hours)**