



May 2024 News Letter

AUTHOR: Patrick Murphy

The June 8 Members meeting begins at 8:00 a.m.

Summer Hours

Membership

Club membership is 78, plus five Junior members.

New Planes



We had new member Emil Blum fly his Motion RC AL37 Airliner twin 70mm EDF. This thing is BIG! He flew it great and it has a great presence in the air. Bravo Emil!

*Reporting by Doug Allen.
Photography by the Editor.*

Right, Kyle Wilson has an E-flight UMX A-10. This has two 30mm fans.



Ed Goldberg saves weight, drag and cost by flying planes with no landing gear.

This Neptune EDF is from Skynetic. It has a wingspan of 1,000mm, and a 64mm fan.

Every air force in the world claims to have come up with stealth aircraft to match those made in the USA.

The one at right made it to our flight line. I hope it flies better than it looks.





Left, Eric Charley puts the finishing touches on an AeroScout.

The AeroScout has replaced the Apprentice as the trainer of choice at the club.



Above, Ed Goldberg with his radical new creation. It is based on an AeroScout.

Not satisfied with the 'Scout's wonderful out-of-the-box flying qualities, Ed has added a 64mm EDF, running on a 4S 3300mA battery.

It worked! The first flight went well, with only a couple of clicks of down elevator to get it trimmed.

In March of this year, Ed had similarly souped up a Swift 2100 sailplane from X-Fly. More ominously, Nick Tocco cobbled together an EDF AeroScout that had a brief, brilliant flying career.



Above, Steve DeBord has a new P-61 Black Widow. This is a WWII night fighter of unconventional design that had moderate success late in the war. Tricycle gear, twin engines, four coaxial 20mm underneath, four 50 cal in a bizarre dorsal turret. The plane was designed from scratch to carry radar.

Steve says, "It's a Dynam P-61, there are two versions of it, black with red spinners and olive drab with black spinners. Instructions are lacking but adequate, using Spektrum AR630 with AS3X and SAFE on select switch, running on 4S 4000, Fly's really well."

Third Annual Curtis Bishop Memorial Fun Fly

On Saturday, April 6, we had the Curtis Bishop Memorial Fun Fly.

Event Coordinator Doug Allen reported,

YES! We did have a great fun fly. Many thanks to all the people who helped with the food, the flight line ops and pit crew. I'm very grateful to be supported by such an amazing group of guys. Thank you all!

Food was provided by: Bill Nelson, Dan Tolleson, Steve Debord, Javier Arroyo, Gary Johnson, Jack Shafer and Gary Presley.

Chief cook-Jerry Wyant, assisted by Dan.

And a big thank to all who helped in the pit area: Flight line spotters, timers and runners were:

Javier Arroyo, Jerry Wyant, Steve Debord, Bill Disney, Shane Wilson, Wendy Coltrin, and Steve Debord.

Thanks to Gary Johnson and Gary Presley for helping with the flight line timing and especially for manning the event sign in table and collecting the money.

Prizes provided by:

\$100 donated by ACE the Hobby Place on 22nd & Kolb. Please support your local hobby shop. Howard Brown for the 3 kits.

Now for the results:

There were 13 pilots and the final results were very close. Bravo to all those who flew, you're what makes the fun fly Fun! Next year I'll request that the wind come from the ESE like normal.

1st Place - Victor Fuentes
2nd Place - Walt Schroder
3rd Place - Kyle Wilson

Congratulations guys!!!

In addition, we collected \$152.00 and about 40 pounds of food for the food bank. Here's a shot of President Dan Tolleson handing the check over to the Marana Food Bank. Thanks to all who donated.



May 6 Pot Luck and Night Fly



The flying on Saturday's Night Fly was subdued by unfavorable winds. However, 28 people showed up for lots of food and fun, regardless of the winds.

Left, Bill lights up the runway.

Below, food and fun.



The Walk of Shame

The Editor thanks Javier Arroyo for this special expanded Walk of Shame.



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Javier boasts, "...at the Central Valley Heli Fest - AMOS field in Lincoln CA ...I won first place is one of the event categories.stacked 3 heli's BTW (2- SAB Raw 580's - only got pics of one of the wrecks and 1 TREX 470) , we were able to "frankenstein" together a working SAB 580 between the 2 to continue flying a 580 for the rest of the event. "

Below, Javier also brought the drama home to the CRCM field.



Left, I believe this mess was the brainchild of Ed Goldberg.



Battery Safety

While his piloting becomes increasingly alarming, Javier Arroyo has taken battery safety to a new level. He purchased a new Kia plug-in hybrid to power his recharging setup.

The battery resides in a Bat Safe, and it's charged with the car's battery. He can set this up at remote or unimproved locations, and he never needs to charge batteries at home.

The Kia does double duty, also serving as a family car.

Golf Ball

By Special Correspondent Randy Wegner

So, there I was, in Gary Johnson's back yard. We were getting it ready to show as he is selling it soon. I had a new employee back there and decided to do the old golf ball teaching moment. I tossed a golf ball on the ground and asked him what he saw.

"A golf ball," he replied....

I said, "Yes! the one thing that doesn't belong back here. That's the way customers are, they see the one item that we missed...."

That's pretty much how we all are and yet, if we don't have all the correct information, we can easily come up with flawed assumptions. Case in point, (and not to beat a dead horse), Within our club there are members who blame our current (potential) loss of flying field on a small variety of things from noise or crashes in the basin or solar panels to just being surrounded by too much stuff and people and a future Tucson water project.

Depending on what you fly, I have noticed that some (not all) tend to point the blame at anyone else other than themselves. But stepping back and taking a long look at things, we are all to blame and yet none of us are to blame. Confused??

Decades ago, our runway was located 1/4 mile northwest of where we are today. We were told that they needed the room for other projects.... Sound familiar? So, we embraced our new spot and built on to it gradually. No bike path, no solar panels, and if we crashed behind us, we walked in and retrieved it...no problem. It was, for all purposes, a great site.

BUT, after almost 40 years, we have been ENCROACHED UP from every side. CRCM is no longer a hidden gem. It is fast becoming a desirable parcel. So, we can find blame from all members if we really want to. I fly at TIMPA as well. and there is only ourselves to hit out there and noise is no problem.

So, for me, and I hope for all of you, the real problem is simply ongoing "Encroachment." Sooner or later, most flying sites need to relocate, and only a few remain in place. I'm really very surprised that CRCM has made it this far. Relocations are the norm in R/C, and it might be our turn. However, the board sent another letter to the powers that be, and did receive a moderately encouraging reply, so we are hoping for a more positive outcome.

In the meantime, it is rather fruitless to point fingers when most or all of us do things out there that are "human." Especially nowadays when we have become positioned under a microscope of sorts. Encroachment is an unfortunate reality, and none of us are to blame for that.

Randy

**Please attend the June 8 Club Meeting
0800 Hours
Summer Hours**