



June 2024 News Letter

AUTHOR: Patrick Murphy

**The July 13 Members meeting begins at 8:00 a.m.
Summer Hours**

Membership

Club membership is 90, plus five Junior members.

New Planes



Nick Tocco converted an F-16 into this work of art. It's the "Orange Lion," and it's inspired by an actual aircraft.

The model had 70mm fan. If you know Nick, you won't be surprised to hear that he did some whittling and fit in an 80mm.

He had to open up the air intake to feed the more powerful motor. Nick has

clocked the plane at 137mph! He also gave it a 3D-printed tailpipe.



Left is the real thing. You can see what a great job Nick did on painting the plane. This plane was a demonstrator for the Royal Netherlands Air Force in 2009.



Left, Gary Johnson has a new Freewing Zeus. The only problem was that the top and bottom were painted in the same colors. In the interest of self-preservation, Gary brightened up the underside with fluorescent tape (below).



Nick Tocco brought his new Aermacchi MB-339. It's a big plane, with a 71-inch wingspan. Nick brought it out on June 1 with the intention of maidenizing it. Unfortunately, he broke a control arm while setting it up. Another day.

If this plane looks familiar, Nick once had an identical one, painted red.

The MB-339 is the plane flown by the Italian Air Force Freccie Tricolori flight demonstration team. Over the years, Freccie Tricolori has suffered 16 pilot fatalities, and 68 civilian fatalities. Three of the pilots, and 67 civilians, were killed at an airshow at Ramstein in 1988.

Be careful, Nick.

Right, Steve's Yak 130 is a Freewing model with a 70mm EDF. He re-maidened it after some repairs.



Larry Cansler maidened his Decathlon on June 25.

It's an E-flight. It has a 1.2meter (48 inch) wingspan.

Larry was very pleased with how it flew right out of the box.

Right, Steve DeBord 3D-printed this radical biplane. It launches off a trolley, and lands on its belly. It has a folding propeller.

On its maiden flight, the creation only made it a few feet. Steve needs to change the incidence on one or both of the wings to make it want to fly.





Dan Tolleson bought a new Walrus. It cost only \$99. Dan reports that the build quality is in line with the price.



Left, Gary Johnson maidenized his new F-22 Raptor.

It's a Freewing, with a 90mm EDF, running on 8S power. A big powerplant for a big plane.

Volunteerism



On Saturday, June 2, a cleanup crew assembled to clear brush and tumbleweeds from the fencelines.

Randy Wegner brought his truck and trailer.

Thanks to Randy, Keith Devine, Howard Brown, Bill Disney, Nick Tocco, Jack Shafer, Gary Johnson, Dan Tolleson, Eric Charley, Doug Allen and Steve Coltrin.

The Editor (not pictured) fled the scene the moment the pitchforks came out. *(Photography by Guy Fuller)*

Technical Challenges



Above, Doug Allen's F-18 developed a severe roll when he deployed the flaps. For a while, Doug worked around the problem by landing with no flaps, and deploying full flaps only on the ground to reduce landing rollout.

Suspecting that a bad servo was to blame, Doug applied a little pressure with sandbags, and found that the right flap would not overcome the resistance. Doug will eventually replace the servos.



In the meantime, however, Nick Tocco suggested that Doug reduce the two-second flap deployment to one second. It seemed to work in the laboratory. Doug tried landing with only takeoff flaps, and then going to full when the wheels were down. It worked!

Left, Nick has his own challenges with his Aermacchi MB339. He described this jumble of wires as "spaghetti."

Hey, it's an Italian plane. Did you expect fettucine?

The first thing he's going to do is shorten the leads, which are far longer than necessary.

The Walk of Shame



Gary Johnson is a glutton for punishment. When he doesn't crash a plane, he brings in photos of past planes he has crashed. Reliving life's cruelest moments....

This one is 22 years old. The photo is of Gary's first gasser. It was an 82" P-61 Black Widow, with twin 22-size engines.

Gary report that, on its maiden flight, the plane cartwheeled on takeoff. Somebody offered to cart off the wreckage in exchange for the Robart air retracts.

That wreckage was later reworked into a slope soarer, of all things!

Right, Jonathan Moore has the right attitude, if not the right altitude....

He says, "I saved the tank main grips only and the center block and both skid braces and the tail fin. Everything else was bent twisted or stripped out. Oh, the gearbox survived."

This was his cinnamon-scented nitro SAB Kraken 580.



Here! Take it!!

By Special Correspondent Randy Wegner

As R/C pilots progress along and become much more proficient, they sometimes end up teaching other pilots what they've learned. Even if it isn't in an official instructor-type position, they can still share much of what they know and help out with problems other pilots encounter.

One such instance some of you have heard of, or saw. A very young flier named "JB" was flying a plane I gave him. An OS 91 powered super sport that Kieth Koppas now owns and re-covered in kind of an orange pseudo-military livery. I was standing next to JB when suddenly he yells "Here," and shoves the transmitter into my hands and points skyward. It took me a second but I finally saw this fairly big plane at quite a high altitude and noticed the wing scissoring under the fuselage and realized there were no wing bolts holding the two pieces together. Knowing that any wrong move would send the entire mess into the wash below, I made the longest and hugest zero G approach ever. As the plane finally touched down, it fell apart on the runway, wing and fuse going separate ways.

I can't begin to tell you how many times unexpected things have happened that just occur out of the blue. It's that kind of hobby, and rather than wonder and worry that something mysterious is about to happen, just embrace the fun of the unknown. It's why I watch certain pilots more than others. It's like watching an awesome free show that leaves you with great memories to share. I'd say the only thing missing is the buttery popcorn and a 64 oz Dr. Pepper....

Randy

Addendum by Pat Murphy, Editor

Randy's story sent a chill up my spine because I was involved in an incident eerily reminiscent of the one he describes. This was in a full-scale Cessna 172. It was my very first flying lesson. At one point, the instructor pulled the throttle, and said, "You have the airplane, and you just lost power...."

I had not yet passed ground school, and a panic ran through my body. I had a momentary feeling of impending doom. Of course, my instructor knew what he was doing. We were several mistakes high, in empty airspace, over farmland. He talked me through the procedures for a loss of power.

I picked out a large, flat field of grass as my emergency landing spot. As we approached at glide speed, many brown dots resolved in my vision. Cows! A cow is about the same weight as a Cessna. The abrupt meeting of the two would surely end badly. I calmly changed my emergency landing spot to an adjacent field.

This second field only had one brown dot on it. A bull! I figured that the odds of hitting that single animal on landing were small. After that, survival would be a simple matter of outrunning my instructor.

That, my friends, is why I always fly in running shoes.

Patrick Murphy

**Please attend the July 13 Club Meeting
0800 Hours
Summer Hours**