



# Plane Talk

## June 2010

### Next Meeting

Wednesday June 9<sup>th</sup>, 2010 @ 7 PM  
 At the QCSR Flying Field  
 In case of incimate weather  
 Deere Wiman Carriage House  
 817 11<sup>th</sup> Avenue Moline, IL

### 2010 Officers

President	Rick Haney 309-764-6089
V. President	Les Schjelderup 309-799-5678
Secretary	Larry McWorthy 815-259-2100
Treasurer	Skip Chick 309-796-1930
P.R.	Dennis Witt 309-797-2893
Newsletter	Mike Cobert 309-788-1132

### Minutes of the May 12 Meeting

Meeting was called to order at 7:00 by President Haney

Secretary's report was accepted as read.

Treasurer's report was accepted as read.

### OLD BUSINESS:

A discussion was held about the availability of Sig fuel or lack of. It was decided to only add the Club's web address to the new sign's. The only thing left to do for Club clean-up is to cut the over fly area (tree growth) and paint the shed. The Club Picnic will be held this Saturday at the field, starting at 2:00 till when ever. We will eat at 5:00.

### NEW BUSINESS:

The Float Fly will be held June 6. Mark talked to the QC Times and gave them the details. Rick will handle the Porta Potty arrangements for the event. Anyone that can help run the event is more than welcome; we need help with registration, etc. Sandwiches will be ordered again like last year. A discussion was held about the need for a First Aid kit and Fire Extinguisher at the field. All agreed it was a necessity. Mike was contacted by the Milan 4th of July committee, they wanted to know if we wanted to put on a demonstration as in the past, will probably firm up some ideas next meeting.

### SHOW AND TELL:

Wayne brought in a 4 Star 40 that he is building; it has an OS 46 LA in the nose. He said it was his first build, looking good Wayne. Larry brought in a World Models Paulistina P56, powered by an OS 52 FS. Rick purchased a Northeast Areodynamics Sport Aire 45; he said he really needed another airplane.

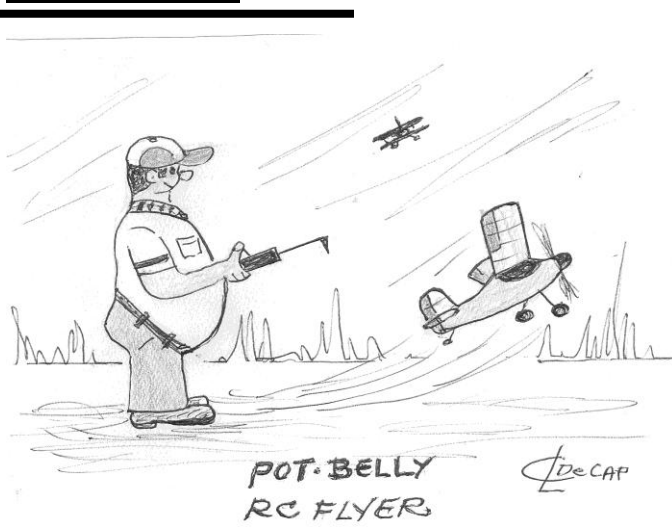
Meeting adjourned at 8:00.

*Respectfully submitted: Larry McWorthy Sec.*

### Calendar of Events

June 6	QCSR Float Fly
June 6	Pylon Race Sod Farm
June 19-20	Sneek In Freeport
June 26	DRCS Scale Meet
June 27	Fun Fly Streater RC Flyers
July 18	Pylon Race Sod Farm
July 25	DRCS Flying Weenie Roast
August 1	QCSR/Morrison Cancer Benefit Fly
August 15	Erie Fun Fly Hillsdale, IL
August 22	QCSR Float Fly
August 29	Pylon Race Sod Farm

## DeCaps Corner



### **ON THE SAFE SIDE**

*From the May 2010 AMA newsletter **Insider***

#### **The Lighter Side of Safety: Revisited**

By Don Nix, Insider Safety Column Editor

A few months ago I wrote about some things I had seen at various flying fields that could have been safety disasters, but happily turned out funny instead. I decided to continue the subject because (1) I've remembered a few more, (2) many seemed to enjoy them, and (3) I drew a blank for a subject this month ... Seemed like good reasons to me.

As I've mentioned before, I've been a modeler since I was six years old, and a full-scale pilot for nearly 51 years. I got into RC a little late in life—back in the mid-1980s—after full-scale began to be almost prohibitively expensive for the average guy. I'm sure readers who also fly full-scale can understand what a humbling experience the transition to RC can be. Suffice to say it took a very long time to get my head out of the cockpit and fly the airplane viewing from the outside.

My late wife was also a licensed pilot, and after I became fairly comfortable with a couple of RC trainers, it was her turn. Things went well for the first few sessions using the buddy box system, but she was a long way from soloing. After a takeoff one day, she said, "My transmitter is out of trim, and I don't feel comfortable enough yet to try to trim it myself." I replied, "Nooo problem. Here, swap transmitters with me, and I'll get yours trimmed up."

*(Rim shock....cymbals....think about it for a minute.)*

An incident some years earlier occurred while I was flying a full-scale airplane, but the lesson learned remains the same as for models. I lived in northern Illinois at the time and did a lot of business flying in my Piper Comanche.

One winter we had a several-week stretch of weather that I didn't care to attempt to fly in even

though I was instrument rated. When the weather finally improved a bit, I departed one day on a long-delayed business trip. I had several thousand hours experience and hundreds in that airplane, but I was quite aware that inactivity for an extended period—models or full-scale—can be dangerous. I went through my checklists very carefully before and after starting the engine, during taxi, and pre-takeoff.

Takeoff and climb to altitude proceeded without a hitch, so I trimmed for level flight, set the autopilot and began to relax, but not for long. My Comanche normally trued out about 180 mph, but after tweaking everything I could think of, I couldn't nurse more than about 155 out of the beast. I stewed and wracked my brain for at least 10 minutes. Remember the cartoons where the little light bulb suddenly lights up over the character's head?

In my special efforts to be very, very careful during takeoff and climb out, concentrating and perhaps too focused, I had neglected to retract the landing gear. I was alone with no witnesses, but shame and embarrassment washed over me.

Lesson: No matter how high one's level of experience, after a period of inactivity use a checklist—all of it.

Back to models. The first good-weather weekend after Christmas was always interesting at my favorite RC field in Southern California. All the people with new Christmas airplanes would show up, many of them beginners. I was hangar flying with a friend one January while we watched a young fellow about 14 getting his new ready-to-fly toy assembled. It was some sort of long-winged motor glider powered by a 1/2 A engine. His mother was standing close by watching sonny boy.

It quickly became obvious the lad had never flown before so my friend, one of our club's instructors, walked over and offered to help. Instead of gratitude, this whiz kid erupted with profanity, suggesting my friend perform an anatomically impossible act on himself.

The instructor said, "Oookay" and walked away. As we watched from the sidelines, the kid hand-launched the model and immediately pulled full up elevator, which was hooked up in reverse. Amazing how thoroughly and quickly a paved runway can convert a foam ready-built into a pile of packing peanuts.

The ironic part? My friend said to the mother, "Ma'am, that wouldn't have happened if your son had accepted my help." Her response was only slightly less vile than the son's.

Clearly, the needless incident could have hurt someone, so to head off myriad e-mails asking why we allowed the boy to fly: it was a public county park, and we had no authority whatever to control operations; we

just suffered the criticism if someone did something stupid or careless.

Afternote: While on a nine-month RV tour of the western states this past year, I visited the flying field at Wenatchee, Washington. This was perhaps the most beautiful RC field I've seen in years, and it was clear safety was high on their list of priorities. Unfortunately, I didn't make a note of the club name, but you folks know who you are. Congratulations!

Th-th-th-that's all, folks. I could use some suggestions for safety topics, so ring me up at flyerdon1@yahoo.com.

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## Just a little Reminder See you there!



QUAD CITIES  
SKYRAIDERS  
MOLINE, IL  
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<http://www.qcskyraiders.com>

8.5 Annual  
**Float Fly**  
Sunday June 6<sup>th</sup>, 2010  
10:00AM to 4:00PM  
Cambell's Island, Illinois  
(Mississippi Backwaters)

R/C Planes and Boats welcome  
\$10.00 Landing Fee. Free to public.  
Landing fee includes lunch for pilot  
For more info contact Rick Haney  
309-737-8342  
rhph61@att.net  
AMA Sanction #10-1216

*From the newsletter of the Silent Electric Flyers, San Diego*

### A Lesson in How to Crash

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermark 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn toward me to come back to the center of the field, I over rotated due to the larger-than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and zigged when I should have zagged.

End result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 p.m. when you leave for the field in the winter, it will be dark in only 1.5-2 hours.
2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.
3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.

Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control.

### Make your plans now for:



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**Membership Application**

If you cannot attend the meeting you can fill out the following application and send it, your check, and a self-addressed, stamped envelope to the Treasurer to receive your access instructions, membership card and a copy of the by-laws.

**Application for Membership  
Quad-City SkyRaiders**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State & Zip Code \_\_\_\_\_

Phone \_\_\_\_\_

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AMA# (required) \_\_\_\_\_

Frequency #s \_\_\_\_\_

**Make check payable to:**

Quad-City SkyRaiders  
Mail this application along with your check and a self-addressed, stamped envelope to:

Skip Chick  
4521 12<sup>th</sup> Street  
East Moline, IL 61244

- Single membership ----- \$20
- Senior membership ----- \$15
- Junior membership ----- \$10
- Family membership ----- \$20
- for each dependent ----- \$ 5
- Associate membership ----- \$ 5
- Initiation fee ----- \$10
- Junior initiation fee ----- \$ 5