



**Merced County Radio Control Club Newsletter**

Merced, California \*\*\*\* WEB-MCRC.US \*\*\*\*AMA Charter #1089 \*\*\*\* Founded 1972

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**MERCED COUNTY RADIO CONTROL CLUB OFFICERS 2013-2014**

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**ALL MEMBERS**,...SAFETY OFFICERS!

**IT HAPPENS...**

There are probably not many people who better understand the concept of putting in the exactly wrong control movement at the wrong time than our Members who have lost airplanes due to the dreaded "**Dumb Thumb**" event. There you are, two feet over the runway at eighty MPH and you pull the elevator stick instead of pushing it and splat **because the plane is inverted!**→Such things happen to model airplane fliers. On the TV the other day, there was an airshow with a female wing-walker prancing around on the wings of a powerful biplane. The plane was the ideal "bipe", two colorful wings, a big powerful "round" radial engine, a bright color pattern and nice high speed. The experienced wing walker sat hanging upside down below the left wing tip and the plane zoomed at the runway in a low pass.→(You will never see an inexperienced wing-walker, for the reason that they're all dead.) →The pilot was to roll the plane on its back so that the wing-walker was then seen to be sitting upright and waving at the crowd as the plane zipped past. **The inverted plane dipped the wing where she was sitting! The nose of the plane dropped down and it made hard and fatal contact to the ground in a blaring blast of a fireball, killing the wing-walker and the pilot in front of the adults and all the kids watching their very fiery and horrible death!** →

The "Monday Morning Quarterbacks" of the Official accident investigators will scratch their heads for a year or so before they come up with the concept that the pilot made a fatal mistake by allowing the wing to drop and the nose of the plane to dip to contact the ground!→Many of us have seen smaller planes crash for similar reasons, i.e., the flight controls and their mistaken movement at very low altitude killed the plane! It was demonstrated that the incorrect motion of a control surface may kill small airplanes **....and big airplanes too!** → It is sometimes shown at airshows that airplanes might be operated in dangerous fashions. That ugly fact is responsible for the deaths at the first air races, the deaths at the Reno air races where the semi-Mustang broke up and smashed into the crowd! → Once at a Franch acrobatic contest in, a stunt pilot performed a maneuver called the "Lumkovic", named after the resulting head-ache of those who could repeat the odd sky-flip. The motion is entered in a fast semi-dive followed by an abrupt climb into a high-speed full stall and a period of the plane actually flying backwards until it flipped nose first again! On this day, as the plane was stressed over the expected limits, the engine tore loose and popped out of the plane! The pilot died in the resultant crash, - **just another airshow death!**→

→ People forget that the red and white barrel-shaped "Gee-Bee" racer was little more than a streamlined huge engine mount. When it was opened up to full throttle, it shredded the plane and killed the pilot! When it was rebuilt, Jimmy Doolittle was one of the first pilots to survive racing the over-powered thing! People forget all the previous plane crashes when they buy tickets to watch a race. That fact won't change, but we think that little airplanes without people in 'em are much more merciful. Our balsa wood is cheaper than dead wing-walkers, huh?

**\*\*\* LOTS'A LOVELY AIRPLANES \*\*\***

Once a year all the scale model planes from all around gather at Castle ex-AFB to show their lovely airplanes to each of us! Once again, we are really impressed by the excellence of the art of model airplane construction demonstrated by the planes at this fine event! The entire history of aircraft is well-demonstrated by the magnificent planes we get to see on the hot cement of the runway parking area where I often spent time sitting in the back cabin of an oily B-52 waiting for the fog to lift so that we could go fly another training mission. *(It is far more fun now than it was then...)* → One of the first thoughts we have when we see the precise, fine-detailed and authentic construction details of a perfect scale model is: *"Is someone really going to risk that treasure of a plane to the obvious dangers of flight?"* Well, at this event we see men risking their beautiful planes to prove that "just looking great" isn't the entire story! There were airplanes of all possible types, kinds, sizes, colors and national origins. The type of plane designated its flying speed and many factors about the expected performance.

→ You expect a scale World War One biplane to take off easily, fly slowly and land like a feather. Big light planes with two wings fly slowly, as they should. World War Two fighters fly fast and zoom around realistically. Later WWII airplanes are faster than WWI planes, and of course, turbo-jets are the fastest of all current models. → There are plainly different planes which started out to be models and these include the "3-D" acrobatic scale planes which fly at the very edge of disaster, the trainers like the "Mentor" and the models of imaginary planes. → There are other planes which are small exact versions of actual planes like, B-25s, B-29s, F-51s, bent-wing Corsairs, Spitfires, Me-109s, big scale biplanes and too many kinds of planes to count! → At this event, a traditional defect of multi-engined planes was sadly featured. The old not-so-funny saying goes like this; "How far will a two-engined airplane fly if one engine quits?" *Answer, "Why, it will fly all the way to the scene of the accident!"* In the air, a twin-engined plane is in large trouble when one engine stops! As an unfortunate example, there was a beautiful O-10 in flying from the right to the runway when the right engine stopped. The resultant maneuver was to react as if the wing had hit a barrier, swing the plane into the dead engine and shed nearly all the airspeed, quickly stall nose-up and whip into the ground to smash to the smallest bits! There was another twin engine crash featuring the same maneuver, as is far too usual! → There are some twin engine airplanes which are built with many degrees of out-thrust, a feature which assists the longevity of the plane if one engine quits to get the poor plane un-controllable off-center thrust, balance ---and bad luck!!!

→ The plane of which I speak also has a dedicated gyro which kicks on in the case of sudden harsh uneven thrust to automatically get a bunch of rudder control when it's needed. Flying the planes only over concrete fields where an immediate landing is most possible helps too! Killing the second engine makes the plane easier to control and if there is adequate runway available, **great!** Chuck Winter's beautiful scale "Tiger Cat" has these advanced features which make its survival more likely. After several highly successful flights at the Event, Chuck was approached by pilots who opined that ①. His plane was really something special, and ②. The Fuji engines Chuck which operates were dropped for sale by Tower *because they were "unreliable"!* Chuck has a stack of data on-line concerning the alterations and additions that he has made to the original plane. The data is used by builders all over the planet who correct the small things that were wrong with the ARF. "Small things", like a much stronger wing spar, detailed retractable landing gear with brake\$, \$pecial full-\$cale fairing door\$, etc... → There are ways and means to totally avoid the problems with twin-engine powered planes. The most common avoidance procedure is to leave the engines in the drawer, hook two electric motors in series ---and then relax in the certain knowledge if one engine quits the other will quit at the same time!→Lord knows that I have no right to complain about this fine show---**but...** There was a fellow who had a beautiful, detailed and accurate metallic model of a B-29 bomber. It was powered with four engines and the resultant engine sound was certainly un-scale, but it was a sweet distinctive multi-engine roar! →

The plane did not lumber slowly through the sky as the big real plane did, it flew at "un-scale" fast speeds and he did some fancy roll and loop maneuvers, as is it were a common cheap trainer! *A daring flight with a rare airplane!* Right behind him in flight there came a large bent-wing scale blue Corsair F4U --- powered with a big five-cylinder radial engine! Everybody loves the scale roar of a radial engine, but instead of allowing us to hear the sounds of the engines of the B-29 and the F4U alone, they flew them side by side and thereby hid the lovely purr of either of them! **Dern!** Talk about un-scale, I would bet actual cash that a Navy Corsair never made a training gunnery attack on an Air Force B-29! In the single time that these planes shared the same sky, (the Korean War), the bombers would have had hot guns to defend against nasty MIGS --- and no sane pilot wants to mess around with computer-guided firepower of a big bomber!→ There was a wonderful show of all the planes that we need to see for inspiration every year. This year we got to see a familiar model which we have seen for years. It is an "original design" for which the designer must have been inspired by a loaf of bread! The front end is a bluntly-cowled Ryobi weed-wacker engine. The fuselage has no taper from the top, it is as wide at the tail as the front. The six-foot wingspan is un-remarkable but the barn-yard brown color of the thing ain't *too* classy. It obviously flies well between events at Castle, for it "graces the scene" each year. → As a prominent helper at these Events was Jim Soper and his wife, Shirley. Shirley passed away recently and she will be missed each day. Jim is staying at Hylond, "M" street, Merced in room #42. He would like to see you.....→

\*\*\*\*\* **A CLUB PICNIC!** \*\*\*\*\*

The MCRC Club shall have a picnic on the evening of Sunday September eighth at the Merced Lake Veteran's Cove! Show up at 5-6 O'clock and spend some time with friends! The picnic shall be in the format of a private provision of the food you want. If you bring meats of any kind, there will be a fire to cook it on scene. Bring your own drinks and if you can provide a side dish for the enjoyment of others, **GREAT!** Call and coordinate with Dick Nalle (383-1579) so that you can bring something novel rather than us ending up with twelve kinds of macaroni salad! It will be best if you bring your dishes and forks, knives and spoons. If you cook your own food, I bet that you'll like it! → As distractions at the Picnic, we shall have a Swap Meet featuring the extra items that you need to trade or sell. As has been the custom at Picnics, a Raffle shall be held. We shall have a fine selection of Prizes **and a good reason why you should partake by buying lot'sa tickets.** → *To whit:* The income to the Club Treasury has been reduced for the simple reason that we spent all of it (and more!!) on the runway repairs! As a matter of fact, the funds available at the time of the runway replacement repaving project were not sufficient to pay for it! The Club Treasurer approached many ClubMembers to ask them for a loan to overcome the considerable \$\$\$ shortfall. Some Members agreed to loan us some money with Chuck's promise to repay their loan as soon as possible. (Some Members donated as much as \$500, others simply gave us the finger!) *Now here comes another dilemma for the Treasurer, who works with small \$\$\$\$.*

Should he use available funds to repay the unpaid loans -or use the money to fix the pending damage to the runway? → It has become evident that the runway needs the maintenance that we have always expected. This costs **BUX! There ain't none!** (Well, -there's just a little..) → We shall provide some fine Raffle prizes and we shall sell lot'sa tickets for them. We shall donate the resultant funds to our thin Treasury to be applied to the required pending runway maintenance costs. I recommend the same action on your part. **Please, even!** In the case that you know if a good way to fatten the Club's skinny Treasury, please tell us!!! There is always a cost for everything you do, even for flying radio controlled planes at your field. →

\*\*\*\*\* **LAST MEETING** \*\*\*\*\*

The last Club Meeting was held at Merced IHOP at 7:00PM, 1 Aug. At the Meeting, the Treasurer, Chuck Winter, reported that he has paid the annual property tax of \$131.38 for the field from the Treasury to the City of Atwater. Chuck has also paid the monthly fee for the "Club Ballroom", (the seriously mal-aligned Sanitary Facility, which faces the *wrong way* for viewing airplanes when using the facility). → The MCRC Club has come into the ownership of a riding mower, for which Terry Hayes has split the price with us--and the Club then voted that we will ante-up \$225.00 as our share. Our thanks go to Terry, yet again! Member Scott and Terry will control and transport the machine to the field and to storage. → Under Old Business, A valued Member has surfaced from somewhere private! Eduardo Alvear has attended a Meeting and he has said that he will revive the Club WEB site! **JOY!**

Watch for it and consider that the Newsletter will be available online for those Members who can access it there! → The Treasurer announced that inspections have concluded that the runway shall remain usable until cooler weather provides a more suitable condition to apply the maintenance which is surely required. There will soon be a report of the expense involved. (See previous remarks...) → Members report that bothersome ants (Formica Mirabunda) have appeared in many quantities at the field. Actions shall occur which include bug-spray shall combat the invasion. There was the mention of diesel fuel as a deterrent to marching ants. ----*Try not to panic!* → Under the Heading of New Business, it was announced that the Club Picnic was cancelled. (See the previous text.) → Under the Heading of Safety, it was discussed that some planes are using very cheap simple (and unreliable!) servo/pushrod connections. It was mentioned that formal contests will not allow certain cheap plastic connectors to compete. The oldest sort of a pushrod/servo connection is the simple and reliable "Z" bend, which is always recommended, simple to make and strong! → Treasurer mentioned the magazine article which featured the flying field conditions which involve the mixture of smaller electric planes and larger engine powered machines. The problem is often that small planes are hand-launched near those pilots who are operating their planes further out and higher. Little "foamies" flitting about near other pilots might easily be distracting and even dangerous to them at critical times! Good manners and the consideration/safety of others makes such problems go away from us! →

The Club Card Drawing revealed the name of a missing Member, therefore the Club Card Drawing shall be for the amount of Seventy Bux! (\$70!!) ***You must be there to collect this prize!*** The next Meeting shall occur at the Merced International House of Pancakes at **7:00PM, 4 Sept.** Please think up a valid reason to make your feelings and desires known for the performance of Club Business at Club Meetings as is stated in our Constitution & Bylaws. Try to keep in mind that we are obligated to have a Meeting in November to elect Club Officers and to consider alterations and modifications to our controlling documents. Get ready.... → Since the last meeting, Members have suffered the loss of some beautiful people. As mentioned previously, our Ex-President Jim Soper's wonderful wife Shirley has passed away. She had found it necessary to move Jim into the Care-Home at Hylond to manage Jim's medical challenges. Both Jim and Shirley were critical managers of many model airplane functions including their big trailer and their dedicated work at the Annual Castle Scale Event. *They will be sorely missed.* → Our friend Terry Hayes has suffered the loss of his beloved wife, Joy, after she has succumbed to a long, brave battle against cancer. Joy was indeed a joy to Terry. She leaves a large wound to Terry's heart. We all pray for his peace... → In the vein of appreciation of those among us, valued member Curtis Partch has moved into the Veteran's Home of California! He enjoys the place! In case that you want to send him X-mas cards: **Curtis Partch,  
c/o Veteran's Home of California,  
Sec. "C", 260 California Drive,  
Yountville, CA, 94599.** It would only take a minute to send him something. →

**Next Meeting: 4 September, 7:00PM!**

**At: Merced International House of Pancakes**

**Club Card Drawing is for \$70!**

**Club Picnic: Sunday 8 September**

**Veteran's Cove, Lake Merced.**

**BYOE (Bring Your Own Everything!)**

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**HERE'S AN MCRC NEWSLETTER FOR;**

The Official Newsletter of the Merced County Radio Control Club

