

Home of the Fly-A-Ways R/C Club

May 2006

The Inside Loop



Safety is our most important Product!

Preflight if done correctly will help you have a great day.
See the article by Gary Russell on page 2.

NO TRASH SERVICE AT THE FIELD

Please remove every thing you bring to the field.

Presidents Soap Box

Hi everyone. The summer flying season is almost here and spring has brought many great days of flying. The field is starting to take shape after the winter rains and wind. Over the past two weeks many of you have helped clean up, mow the grass, scrape moss off the runway and perform some light repairs to parts of the field. Last Friday another group of volunteers made it possible to roll the runway and the results are very noticeable. The runway is much smoother than it was. While we are getting the field in order for the season there are still many things we need to be done.

The Fly-A-Ways annual work party is scheduled for Saturday, May 13 with a bad weather make-up day of Saturday, May 20. This year we plan to make some major repairs to the runway. The material we use for our runway is very heavy and we need a large number of people to make job easier. With a good turnout it should not take more than 4 or 5 hours to complete the runway and other work we have planned. Please make an effort to be there if you can. It's your field!

Lastly, last Saturday I spent the day taking decibel readings. While the sample was small I did notice some interesting things. A .46 OS AX can make the same decibel reading as a much larger engine. The noise issue is as much about how

how you fly as it is what engine you use. We still highly recommend everyone who plans to perform 3D type flying to look into the options available for reducing your engine noise through muffler/silencer choice. At the very least we need to reduce the low level maneuvers and keep it at the east end of the field.

I can be contacted via e-mail at President@flyaways.org. Please feel free to contact me with any issues or ideas about the club. If you see someone helping out, keeping the field in good condition or providing assistance beyond the norm I would like to hear about it so they can be recognized for the effort they are making.

To recap;
FLY-A-WAYS Work Party is on Saturday, May 13th. Please make an effort to be there.

Thanks and here is to another great year of flying! I look forward to seeing you at the field.

Tedd Traynor, President
Fly-A-Ways RC Club, Charter 532

**The next meeting is:
Monday, May, 15th**

General Meeting 7:00 pm



Hey guys, the peanut feeder is empty. Ole Coon Hand Luke the local raccoon bandito gets in it at night, steals all the peanuts, knocks over the water bowl and then goes next door to terrorize Barn Cat. I'd call Animal Control but they might nab me. See yaSq Earl

Did You Check It?

Over the last months I've seen a few mishaps at the field that certainly were avoidable. Who's to blame? Really no one but the guy with the sticks in his hands. Is it a safety concern? You Bet! I'm scared we're going to get someone hurt. Let alone the damage to our own or to other club member's planes.

By now you should be asking what's he talking about? I'm talking about taking off your model without properly checking your controls for correct operation.

Again this last weekend I saw another beautiful plane take the dirt nap. Albeit repairable, I'm sure the owner would rather not have had to.

Last summer we saw it when a new pilot put his plane up and the ailerons were reversed. How do we prevent this? It's really simple as talking to yourself OUTLOUD!

Here's how that works;

Just after assembling your plane, even before you start your engine and complete a "range check" of your plane, do the following.

1. Turn on your transmitter then turn on your receiver. Now activate and check your control surfaces and here is where it makes the difference. ***Follow these directions exactly!***
2. Stand behind the airplane.
3. Pull full Elevator stick. Say OUTLOUD "Up Elevator." You should see the trailing edge of the elevator move up. Push full Elevator stick. Say OUTLOAD "Elevator Down." You should see the trailing edge of the elevator move down.
4. Push full Right Rudder stick. Say OUTLOUD "Right Rudder." You should see the trailing edge of the rudder move to the right. Push full Left Rudder stick. Say OUTLOUD "Left Rudder." You should see the trailing edge of the rudder move to the left.
5. Push full Right Aileron stick. Say OUTLOUD "Right Aileron Up and Left Aileron Down." You should see the trailing edge of the right aileron move up and the trailing edge of the left aileron move down. Push full Left Aileron stick. Say OUTLOUD "Left Aileron Up and Right Aileron Down. You should see the trailing edge of the left aileron move up and the trailing edge of the right aileron move down.
6. Go to the front of the airplane.
7. If you can see the carburetor barrel, push full Throttle. Say OUTLOUD "Full Throttle." You should see the throttle barrel open to full throttle. Pull closed Throttle. Say OUTLOUD "Closed Throttle." You should see the throttle barrel almost closed. If you can't see the carburetor you will have to make this check by sound. Push full Throttle and listen to the sound of the servo moving. Say OUTLOUD "Full Throttle." Pull closed Throttle and listen to the sound of the servo moving. Say OUTLOUD "Closed Throttle."

8. If you are interrupted during any of the above steps START OVER.

Why do I ask you to say it OUTLOUD? Simply put, if you say it and don't see what you saying, you'll notice it right away and you can fix the problem. BUT, if you just say it in your "head" you'll never see it, you'll accept it, and off you'll go into the dirt for sure.

This was taught to me by my trainer many years ago. It has always worked. As a matter of fact, this last weekend, when I flew the maiden flight of my Edge540T, I did it myself, but using the method above I caught it and I made a great first couple of flights. I had forgotten to connect my right wing panel for aileron. That would have made for a high dollar mistake on my part.

I hope you'll consider this advice and consider what can happen if your plane get's off the ground and your unable to control your plane, Worst case, you injure a member, best case, you destroy your plane. Your choice!

Gary Russell

From the desk of the Vice President

Flight Training Commences May 6.

Are you a new R/C Pilot? Are you a “low time” pilot who needs a little help dusting off those flying skills after the long winter? You’re in luck! Beginning Saturday, May 6, instructors will be on hand at the field on Saturdays from 10:00 till noon to give flight instruction. Club instructors are listed on the Fly-a-Ways website. Just announce yourself at the field during club training time and we’ll get you “hooked up”! The flight instruction program will continue through August 31.

Free Food Saturday June 17!

Now that I have your attention... The Fly-a-Ways club **FUN-FLY** is scheduled for Saturday, June 17. Please note that this event is open to club members only. The pilot meeting is at 9:45 and the fun fly starts at 10:00. Cliff Pemberton and Hugh Christian will be the CD’s for this year’s event, and they’ll have some great contests lined up. There will be prizes, and lunch is on the club, so bring your “fun-flyer” and get ready for a great day of Food, Fun, and Flyin’.

Dennis Laughlin, Vice President



Move over little Yak and let me show you how this is done!



You got it?, no you got it, I gave it to you, I don’t have it, well hell I can’t see it, ok I’m cool, how do we get it out of the tree. Got me, I just kept you from hitting the ground!



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