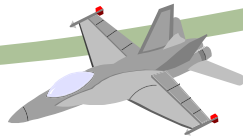


THE TRANSMITTER

Hamilton County R/C Flyers



September 2003
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DISTRICT VI

MEETING NEWS (from May 5th)



Your 2003 Hamilton County R/C Fliers City-Wide Fun Fly Team

Inside this issue:

Meeting News	1, 2,
The Fun Fly	3
Fun Fly (cont)	4

- ◆ President Rick Castor called the meeting to order at 7:05 pm with 15 members in attendance. The main order of business was the Sheridan Harvest Moon Festival. The festival is scheduled for October 4th and 5th. The club has reserved two 10 x 20 foot booths. We will display airplanes, show videos and give away club information. Free toy helicopters with the club's name and web-site will be given away too. A booth-time sign-up sheet for both days was passed around for volunteers.
- ◆ A new string-trimmer has been donated to the club! We owe a big thanks to Mark Kappas for his very generous contribution. We have already used it quite a bit to keep the field well manicured.
- ◆ Property loss insurance was discussed at length. It was noted that the AMA coverage is very limited and does not cover material loss of property (fire, theft, etc.). Most homeowner insurance plans do not cover aircraft, but toys usually are covered! So list your R/C airplane assets as toys if you want them to be covered. AMA insurance is a secondary personal injury liability coverage and is only applied after all other insurance coverage is exhausted.

2003 CLUB OFFICERS

- President: Rick Castor
- Vice Pres: Steve Percifield
- Secretary: Matt Kemp
- Treasurer: Gene Krodel
- Field Marshal: Phil Compton
- Librarian: Gene Krodel
- Safety Officer: Matt Kemp
- Editor: Laurie Kemp
- Webmaster: Scott Mineart

Meeting Attendees

There were 15 attendees at the September meeting;

Rick Castor	Dave Hammack	Kirsten Percifield
Steve Castor	Jeff Grimes	Steve Percifield
Phil Compton	Matt Kemp	Jim Robison
Bob Cook	Gene Krodel	Trent Roesch
Myron Demaree	Scott Mineart	Mark Schofield

MEETING NEWS (continued)

◆ Club Calendar

- ⇒ September 20/21— Fly-In for Diabetes at Indy South R/C flying field.
- ⇒ October 4/5— Sheridan's Harvest Moon Festival, Hamilton County R/C Flyers' booth/display.
- ⇒ October 9 — Regular club meeting.
- ⇒ October 12 — Hamilton County R/C Flyer's picnic.
- ⇒ October 25 — Fall Night Fly and Camp-out.
- ⇒ November — Potentially a tail-gate swap meet at the club field. Any interest?

- ◆ The fall picnic will be on Sunday, October 12th with lunch about 2 pm. Please plan to pitch-in a dish or munchies. The club will provide grilled hamburgers, dogs, and buns. Before and after eating there will be lots of open flying time.
- ◆ Gene reports that the club treasury is still solvent with 60 paid members so far for 2003.
- ◆ At the meeting's end Steve Percifield showed some spectacular home video of some IMAA aerobatic routines done to music. Pretty cool.
- ◆ Rick Castor demonstrated his latest night flying Slow-Stick set-up with lights out in the parking lot. He flew it around the light poles and cars until he ran out of electrons. The lights worked very well. Contact Rick for details if you're interested.

Winning Raffle Results:

Scott Mineart—Fuel

Rick Castor—CA glue

Bob Cook — All-in-one Wrench

Jeff Grimes — Glow plugs (2)

Myron Demaree —Knife blades

Trent Roesch — Clevis tool

Mark Schofield — Quick-Drill set

Dave Hammack — 4-Way wrench

Gene Krodel — CA glue/ brushes

Editor's Reminder

Let Matt or Laurie know if you have any news, articles, pictures, or for-sale items to put in the club newsletter. Use the address or the e-mail addresses on the last page. Notify us by the 15th of each month.

"The First Fun Fly"

The day had arrived much too quickly. I'm off to meet for breakfast at 6 AM on a bright sunny Saturday morning with only 5 to 10 mph winds predicted. I thought "Great, it won't be too breezy to fly my trusty Eagle", a stable old trainer with a couple hundred flights logged. I felt comfortable with this old friend, more so than my twitchy 4-Star. I had done some very limited practice with both airplanes and felt that things happened a little too quickly with the 4-Star. So I decided that unless it was going to be real windy I would fly the humble old Eagle.

A couple of our club veterans said it would be a great experience and had decided that our club needed to be represented in the annual City-Wide Fun Fly. It had been many years since any north-side club had entered this event and rumor had it that there weren't any good fliers from the north. No pressure.

I had lots of reservations about participating in my first Fun Fly, especially a "City Wide" event. I thought to myself "I'm not a very competitive person, and I'm really not good enough to fly against the rest of the city"! But it was scheduled months away. I figured a lot could happen between now and then, so when told I needed to do this, I went with the flow. I thought that either our club would have many more good fliers than needed, i.e. better than me, or we wouldn't get enough. Either way I thought my chances of not having to compete were pretty good.

Each team needs at least 5 club members. And five commitments are all we had. The day had come and I was resigned to the fact that I was actually going to have to show-up and fly in this thing. I couldn't let my fellow club members down. They seemed really fired up and excited. I decided that I would just try to get through the day without embarrassing myself and bring my plane home in one piece. Why should I care if I did well, after all, I was kind-of drafted into participating. I don't really recall being asked. Maybe I was, maybe it was a peer pressure thing.

We knew ahead of time what the tasks were going to be: the bomb drop, stick-break, limbo, and a spot landing. They all look easy. The rules are simple: First, drop your bomb (typically a washer that you flip off a wire mounted to your airplane) into a bulls-eye painted onto the runway (no mechanical bomb releases allowed). Secondly, knock a styrofoam cup off a 3 foot balsa stick. Thirdly fly (limbo) under a paper ribbon stretched between two poles, and lastly, spot land on the bulls-eye. Points are awarded for accuracy on the bomb drop and spot landing events (50 points max. for each). More points are also given for successfully flying under the paper ribbon and knocking the cup off the stick the first time (50 points each). Another attempt is allowed for these two tasks, but only half points given on the second try. The paper ribbon for the limbo can be set at either 3, 4, or 5 feet. The scoring is reduced for higher ribbon settings. At no time can your wheels touch the ground before landing. Ten extra bonus point are awarded if your engine remains running after landing.

We arrived fashionably late with a cool State Police escort at Terry Airport, home of the hosting West-side flying club. Sirens and lights going, everybody looking, we paraded in. After parking and unloading it was time to check-in. There's a transmitter impound so that frequency control is maintained. They give you a clothes-pin with your name and frequency number on it. When you want to fly, you give the guy in charge your clothes-pin, he gives you your transmitter and puts your pin on the frequency board. Only six transmitters (on different frequencies) are handed out at a time, and only four airplanes are supposed to be in the air at one time.

I put my airplane together and figured I better make a couple test passes to get a feel for this field and the approach. There was a light cross-wind to the runway, but when it came across the top of the nearby corn, it really swirled around at ground level. I made some really ugly landings trying to hit the bulls-eye and discovered that nobody was watching or cared. Everybody was pretty much doing their own thing. I should have stopped then but I decided to make a low pass at the limbo area. The approach looked pretty good but I should have stood closer to the limbo poles for a better perspective. I misjudged the distance and clipped the far pole. Some white stuff flew off as the old Eagle struggled onward for a short distance. Even though I pulled back all the way on the elevator, it set down hard and somersaulted onto its top. When the coast was clear I walked over expecting to find a plastic wingtip cap gone, or something equally minor, but instead found that the whole right side of the horizontal tail was missing! What a mistake. I picked up the battered plane and the big pieces and walked back past the crowd. Who said this was going to be a "Fun" Fly?

I was disgusted and upset with myself for wrecking so close to show time. I had decided that was it. I had had enough of this kind of fun. I would pull out, go home and mow my yard or something. My team mates had other plans. No pulling out allowed and they wouldn't take no for an answer! They hauled my old Eagle off to perform field surgery back behind the fence. With little other choice I followed along to help. We ripped off the tattered covering and glued in the big hunks I had gathered. As the CA glue flowed, popsicle sticks, extra bits of balsa, and packing tape were donated to the cause. There must have been five people working on the broken tail at one point. A NASCAR pit crew had nothing on us. In about ten minutes a semblance of a horizontal tail was back on the Eagle. It really didn't look too bad.

I really wanted to see if this patch job would fly but when I asked for my transmitter from the impound I was told practice was over and that the pilots meeting was going to begin in ten minutes! I mumbled that it would have been nice to try out a major repair after my mishap and they took pity. They gave me my transmitter and told me to make it quick. I hurriedly strapped the wing back on and tried to flip the engine over. I cut my finger on the prop because the engine was flooded from standing on it's nose during the repair process. Thankfully someone brought me an electric starter which quickly got it going. The short test flight went much smoother than I expected. Just a touch of trim and it was flying as well as ever, maybe even better. As I landed I realized that everyone was waiting on me so we could have the pilots meeting!

Hamilton County R/C Flyers

8809 El Rico Road
Indianapolis, IN 46240



DELIVER TO:

Email: lauriekemp@spitfire.net
Or mattlkemp@excite.com

NEXT MEETING:

Monday, October 9th at 7:00 pm
Public Safety Building on Hwy
32, West of Hwy 31 Westfield

We're on the Web! Visit us at
www.hamiltoncountyrco.org

"The First Fun Fly" (continued)

The organizers posted the flying order and I learned that they grouped our club together. That was good, we would all be on deck together. The actual flying was actually anticlimactic - I guess so much had happened so far that when it was my turn I felt almost relieved to get on with it. Bandaged and refueled (both me and the airplane), we were as ready as we ever would be. A fellow club member volunteered to "call" for me which proved to be a great help. My takeoff was smooth with my "bomb" attached. A nice close approach, just like practice the night before, a little dip at the right time, and my bomb should land right on target - but it didn't! The ribbon on my bomb was too long and became stuck in the oil covering the airplane causing it to fall way too late. Zero points for the bomb drop. Next comes the stick-break. It looks easy. Another good approach, but too low and my wheels touched the runway. On my second attempt I missed the stick by a foot. It ain't that easy after all - Zero points for the stick-break. Now the dreaded limbo. Another good approach but my caller says "You're too far out, come in toward you". So after some rudder jockeying I managed to get it a couple feet closer, the wheels just brushing the grass as the airplane goes under the ribbon. Beautiful! But wait, they say I have to do it again since my wheels touched down! I'm in no position to argue, I'm still flying my airplane. Determined not to get skunked I lined up and did it again! Almost a carbon copy of my first limbo pass, my coach even had to tell me to get it in closer again, but this time the wheels were at least six inches off the ground as the airplane flew under the ribbon. At least I have some points now. The spot landing was last. The wind cooperated by calming down just as the old Eagle touched down beautifully without a bounce just barely off the center of the bulls-eye. Almost maximum landing points as I heard some of my friends cheer. As the Eagle coasted down the runway it ran off the end and stalled in the tall grass. I learned later they took away my engine-running 10 bonus points for that! Overall not a bad result for my first try.

Because more participants entered than the organizers had anticipated only one round was allowed. Typically a second round is flown in a fun-fly like this. But with roughly 50 entrants it would have taken too much time to fly two rounds. I was actually disappointed! I surprised myself by really wanting another crack at it. All five of us expressed the same thoughts - with more practice and some better bomb-drop techniques we will really show 'em next year.

I found that a Fun Fly is not so much a competition, but a non-threatening friendly rivalry and mostly a social event. It's a chance to meet all kinds of fellow R/C pilots and to strengthen existing friendships. Sounds corny, but it works without even trying. Give it a shot—you won't be sorry!