

Central Carolina Radio Modelers Club



On The Fly!

June 2016

Editor in Chief: Marc Wentnick

Upcoming Events

Field Dinner*

JUNE 18TH.

**Baked ziti
w/meatballs,
garlic bread,
apple/peach cobbler
& beverage**

Only \$12.00!

***we need 10 minimum**

You must RSVP before

June 16 th.

Guarantee your seat!

Bill Bean

airrcman@northstate.com

336.434.4282

**Dinner rain
date June 25th.**

CUB DAY

JULY 16TH.

CD: ROBERT UNDERWOOD

paverman@underwoodpaving.com

336.885.2318

IMAC

AUG. 26-28

CD: STEVE SIDES

ssides@triad.rr.com

336.944.2462

ELECTRIC

FLY-IN

SEPT. 17TH.

gr8guy4u101@live.com

336.431.7601

CD: MARK WILLARD

FLOAT FLY

OCT. 1ST.

CD: TOM BLACK

tblack8086@gmail.com

CLUB MEMBERS ONLY



Board
of Directors

Board meetings are
tentatively
held every 1st. Tuesday.
Time and location to be
announced.

Please contact:

Tim Holland

336.508.5596

hollandt@triad.rr.com

Ronnie Garris

336.905.0565

rgarris@aol.com

*All dates are subject to
change please check ahead.
Dates accurate as of June 1st. 2016*

Next Meeting

**JULY 12TH.
AT THE FIELD**

6:00 for eats

7:00 meeting start



Last one out locks the gate
Crush all aluminium cans and
place in the bin

Use pilot pins

Use flight commands

Coming out, landing, on the
field, etc.

Kitchen

Close door

Shut lights

Turn off water heater

Re-stock cans if need be

Most important...

**Be safe
and have fun!**

www.CCRCM.com

Wanna be a show off?!

The North Carolina Aviation Museum
is looking for CCRCM members to
bring down static displays for their
open house. June 11th.

**Do you think you have the skills to
show detail and realism?**

Contact:

Nan Brinson

deucebrinson@northstate.net

N.C. Aviation Museum
2222 Pilots View rd.
Asheboro, NC 27205
336.625.0170

Enter Website

SCENE AT THE FIELD



A Mark Willard Impersonator!

Only 5% of the world's population
have traveled by airplane
although 80% claim



a fear of flying to some degree!

CHICKEN WINGS™

BY MICHAEL AND STEFAN STRASSER



A **big** round of applause for the workday volunteers there were 20 of them!

Too many to name.

That's what the Beatles would refer to as "Come Together!"



THANK YOU

Chris Tate's new toy!
Many happy safe flights Chris!



Bob Mitchell double checking for safety.



Mark Willard's Rutan *Long EZ*

The **Rutan Model 61 Long-EZ** is a [homebuilt aircraft](#) with a [canard](#) layout designed by Burt Rutan's [Rutan Aircraft Factory](#) . It is derived from the VariEze, which was first offered to home-builders in 1976. The prototype, N79RA[2] of the Long-EZ first flew on June 12, 1979.

**For more information on
this wild looking plane**

CLICK HERE

**Great job
Mark!**

THIS MONTH IN AVIATION HISTORY...

- June 17, 1928** **Amelia Earhart is the first woman to fly across the Atlantic Ocean**
- June 28, 1939** **Pan American Airways completes first trans-Atlantic passenger flight.**
- June 20, 1941** **U.S. Army Air Force is formed.**
- June 6, 1944** **D-Day. A “sky-train” nine airplanes wide and 200 miles long carries American and British airborne troops to invade Europe.**
- June 11, 1957** **First launch of the Atlas rocket from Cape Canaveral, Fl.**

The Work Bench



A great looking high visibility color scheme is more than pretty

FOR a long time, designing the color scheme was the hardest part of building RC planes for me. I just couldn't ever figure out how to put Monokote on an airplane in a way that was original and good looking. Then I figured out that originality was not what I needed. The most important factor in model plane covering is visibility. The most common cause of crashing in my early RC flying days was disorientation in the air. Sometimes I'd suffer from what I like to call “silhouette syndrome”, which is when you can't tell if your plane is turning toward you or away from you. Sometimes you can't tell if it's coming straight at you or flying straight away either, although the exhaust sound is a big clue. Without a helpful color scheme, either way looks pretty much the same.

Back in my early days, in an effort to avoid silhouette syndrome I started putting a stripe around the right wing, chordwise, about halfway between root and tip, on every plane. This worked well for a while, until I realized that it just wasn't pretty. In some cases it was ugly.

After a little bit of trial and error I came up with the color layout that solved all of my problems and has become the standard Monokote color scheme for nearly every plane I build. There are just a couple of rules to follow, resulting

in a plane that looks snappy as well as making it apparent which direction the plane is pointed at any time.

The first rule is that you need two high contrast colors, such as red & white, blue & yellow, etc. If you want to get fancy you can add an intermediate color, such as dark blue, light blue & yellow, or put a black or white pinstripe between the two main colors.

The next rule is that the dark color will be prominently featured on the bottom and front of the plane, and the lighter color will be featured on the top and rear.

That's pretty much all there is to it. The result is that the plane has a distinct look depending on which way it is pointed. Here is my RCM Basic Trainer in red and white. Notice that when it's coming at you, you see red. There's no mistaking that! When this plane is in the air, as with all of my planes, it's immediately obvious whether it's coming or going. But what about those situations when the airplane is flying from one side to the other, when silhouette syndrome is at its most dangerous? Sometimes you can't tell whether the plane is banking toward you or away from you, leading to a 50% chance of a death spiral in the next ten seconds. A light top and dark bottom will tell you immediately which way your plane is turning.

You can make the same color scheme look a lot better by adding some simple curves or angles. Sometimes I like to put a dart or other shape in the cabin area where the color changes from dark to light. Other than the classic Ugly Stick red with iron crosses, just about everything I've built since 1995 has had some variation of my standard color layout.

**Thank you
Bob Reynolds**

**For more
building tips**

Enter

FOR THE LAST TIME, YOUR FLIGHT SIMULATOR
DOESN'T COUNT AS THE MILE HIGH CLUB.
NOW, YOU COMING TO BED OR NOT?!



FLASHBACK!

Gyro's are more than Greek food!

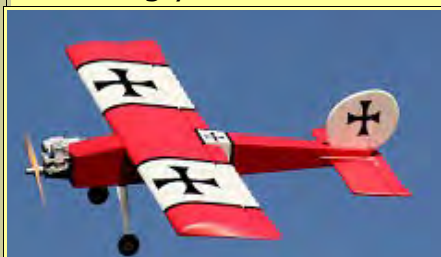
Being a self confessed gadget geek I have had my eye on gyros for a while. Those that fly with them swear by them and those that don't maintain a that real fliers doesn't need them. Be that as it may all I know is that I need to try one.

For those long time readers of the newsletter will remember the great Spektrum AS3X debacle of 2015. If you're not familiar with it read past newsletters.

After being gun shy with that incident I went ahead and for \$20.00 purchased a Turnigy 3 axis gyro.



The unit came with five short receiver cords, double face tape and instructions. I decided to install it in my Duraflly Retro UglyStik.



I know this ship and all it's idiosyncrasies. If there is a flight characteristic change I would sure to know it. So following the easy well written instructions, in she went. The directions suggest putting the gyro on a three position switch. One position is off one is rate hold and the other is heading hold. Off is... well off, rate is level flight with the gyro making small corrections to maintain level flight and head holding is a directional lock. Point the plane in a direction and she'll stay there going straight as an arrow on a single geometrical plane.

I decided to maiden the unit on a day that was fairly gusty. 3-5 mph breezes with 12-18 mph gusts. My initial thought was, to windy, but then after rethinking it I thought isn't this exactly the conditions I bought this gyro for?

I taxi the plane with the gyro off and take off. As I get to experimental height I throw the switch to the rate position. The plane as if electrically shocked twitches and perfectly levels off. I can see the control surfaces struggle to keep exact

level flight against the ever changing directional blow of mother nature. She settled as if she clicked into a set of imaginary rails and smoothed out. I sighed great relief instantly.

Turning was effortless as well. The second I threw the switch to off she started bouncing about.

I was curious to try the heading hold. I threw the switch and irregardless of where the nose was pointing the gyro maintained that line, up, down or sideways. If I had the battery power the plane would have circumvented the planet without varying altitude or slipping.

I don't care who you are that is impressive!

Do I *need* it? No. Do I *Want* it? Yes, so much so I will install one in all my planes. This \$20.00 device has opened up flying days that my knees usually knock from. For me the piece of mind that it brings make my time much **more enjoyable** and after all isn't that the bottom line?



I'M READY FOR MY CLOSE-UP MR. DEVILLE!

I decided to take some shots of the field from my Ugly Sticks point of view. I got myself a E-flite EFC-721 HD camera.



It's quite easy to operate and mount. I used Velcro. So off we go. All went well until a gust of wind scooped up the plane just as I was about to touch down and set it's new flight path at "the peanut gallery."

Yea, caught on film. As someone would say, **Let's go to the videotape!"**

[See Video](#)



Brother Toshi's new ship. She's a VTOL! The wing articulates and the motor on the rear fuselage gives lift.

**How cool is that?!
Watch it fly here**

[Click Here!](#)



Until we read again next month....

"What goes up must come down whether you're ready or not!"