Central Carolina R/C

Club news on "THE FLY!"

Visit our website
http://www.ccrcm.com/

Editor: "Chef" Marc Wentnick
mailto:ebida3@yahoo.com

June 2015

Welcome!

You're one stop resource for all things aviation

This is the place for club news but not only that we will offer other items of aviation interest.

Tips and Tricks
Club member interviews`
Aviation movie reviews
New technologies
Short stories

Plus more!

Cub Day is on the way!

Dust em' off and come on down for a day that promises to be a great time for all.
Check the website for details!

*****

The **Piper J-3 Cub** is a small, simple, light aircraft that was built between 1937 and 1947 by Piper Aircraft

Did you know?....
Sunburn can occur
In only 15 minutes?
USE SUNSCREEN!

Will the grass grow?

Field day just passed and a handful of brave pilots come out braved the bugs and sun . *Wayne, Marshall, Ronnie, Tom, Bill, Mike, Dave* and *"Chef Marc"*
raked sand and spread grass seed.

Please do a rain dance, we need it!

We will be watering the field in days to come.Feel free to set the sprinkler and turn it on.
It's your field!

"There may be 50 ways to leave your lover but there are only two ways out of this aircraft."

Betcha didn't know...

The puff in the Lipo battery is due to a chemical reaction.
Lithium oxide electrodes infused in graphite *(carbon)* reacts with water to make lithium oxide and hydrogen.
Hydrogen is made when the moisture trapped in the air upon assembly.
Hard charging and discharging created heat that interacts with the moisture. The good news is that once the moisture is depleted the gassing stops!

From the Editor

I would like to bring something to your attention.

I was trying to get a *very* uncooperative aircraft to fly. It seemed the battery was underpowered from the factory. ***Darn those Chinese*****!** CG was nose heavy but a lot of up trim made the ship *almost* flyable. A decision was made to increase the battery power.

After putting a physically smaller battery in with more power, 4 cell vs. 3 cell the plane took off and did a vertical jump Micheal Jordan would have been proud of. Unfortunately the force of the plane caused the battery to launch out of the battery hatch crashing the aircraft from thirty feet above the runway. The motor was north the body was west and the small wire wing struts littered everywhere.

What the heck was that?!

After trying to fabricate a lie not blaming myself, further investigation proved that once the lighter battery was installed, the ship became tail heavy. Plus, I forgot to reset the trims . The trims were at the end of their travel being set for a nose heavy ship. So once she took off she had no choice but to do a NASA like imitation of an Apollo rocket heading towards the moon!

The moral of the story besides I'm an ***idiot*** is that **ALWAYS ALWAYS** check the trims if you make any changes or adjustments to the plane!

NASA doesn't use Apollo rockets anymore neither should you!

And speaking of trim, Tim Holland was kind enough to submit a trim chart to correct whatever ails you

See last page

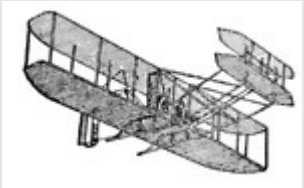
Buying or selling?
Need contact info?
Calendar of events
Plus much more
http://www.ccrcm.com/

TIP!

When attempting to get those tiny nuts started on a blind screw use a dab of white glue o the tip of your finger!

Academy of Model Aeronautics (AMA)

Founded in 1936 it has current membership of more than 140,000 members!



THE SPOTLIGHT

Here is where we will interview a member. Don't be surprised if we ask you. Everybody deserves their 15 minutes of fame!

Matt Balazs

When you're at the field and a 2.5m *Tomahawk Futura* jet screams by at speeds that would make Chuck Yagar proud, odds are it's being piloted by Matt.
Matt is an accomplished pilot for over thirty years. Starting at the age of eight he follows in his fathers footsteps. His dad was an early pioneer of the sport so getting the "*bug*" was only natural.
Matt has been competing in IMAC competitions for the last 25 years and has the honor of being a sponsored pilot for JR for the last 7 years. Yes, Matt is living the *dream*.

Being part of Volvo's sales developmental team Matt travels often but with the support of his wife of 12 years and his 3 dogs he flies whenever he can.

Matt has a 50 EMHW Challenger II Biplane in the works. At 95% complete he looks forward to shaking it down and so do we!

When asked what tip he can offer the club he says, "*Always weigh the wood. Overall weight is extremely important*."

Convenience to the flying field and the community he has found in the club keeps Matt coming back.
Matt is a big fan of the Indiana Jones trilogy and enjoys relaxing to,The Zac Brown Band.
When asked how he stays on the top of his game Matt repied, "*Always challenge yourself*."

Great advice !
I'm confident we will see great things from Matt has he continues to challenge himself and others.

Radio control or remote control, what's the difference?"

Basically, 'radio control' is the correct term. However, RC models are often referred to as 'remote control' because the true definition of this term is 'to control something from a remote (separate) location'. But traditionally, models that are genuinely remote control are joined to the transmitter by a cable, through which the signals pass. True 'radio control' means that the model is controlled by radio signals and hence there are no cables.

More often than not, if you see the term 'remote control airplane' it will be radio controlled with the use of a separate and unattached transmitter.

Hey Harry, didn't this thing come with props?

Check this out!
HE111
14 ft. wings span
Click here

First movie about Aviation

Click on poster for more info

Introduce yourself when meeting other members at the field. I promise MOST folks won't bite!

Thank you Tim Holland!

Trimming Step	Maneuver to Perform	What to Look For	How to Fix It
1 Center of Gravity	Crosswind, 45° up-line, roll inverted	☐ Nose rises towards the sky	Add nose weight, C.G. is aft
		Nose gently falls	You're in the zone
		☐ Nose falls too quickly	Add tail weight, C.G. is forward
Notes:			
2 Lateral Balance	Vertical down-line and pull to level flight	☐ Wings are not level	Add weight to the high wing tip
3 Right Thrust Angle	Upwind, vertical up-line	☐ Model drifting to the left	Add right thrust
4 Up Thrust Angle	Crosswind, horizontal line, slow from a high speed	☐ Model pitches upward	Add upthrust, remove up elevator trim
		Model remains level and decends	You're in the zone
		☐ Model pitches downward	Add downthrust, remove down elevator trim
5 Aileron Differential	Upwind, 45° up-line , apply full Right aileron	☐ "Walking" to the Right	Decrease downward travel on left aileron
		☐ "Walking" to the Left	Decrease upward travel on right aileron
	Upwind, 45° up-line, apply full Left aileron	☐ "Walking" to the Left	Decrease downward travel on right aileron
		☐ "Walking" to the Right	Decrease upward travel on left aileron
6 Throttle → Aileron	Upwind, vertical down-line Horizontal line, slow from a high speed	☐ Rolls to the Right	Use left aileron at low throttle (2% to 5%)
7 Throttle → Rudder	Upwind, vertical down-line	☐ Yaws to the right	Correct with mix at 1/2 throttle or less
8 Rudder → Aileron	Flat Rudder Turn to the Left	☐ Rolls Left (proverse roll)	Correct with a linear mix (2% to 5%)
		☐ Rolls Right (adverse roll)	
	Flat Rudder Turn to the Right	☐ Rolls Right (proverse roll)	
		☐ Rolls Left (adverse roll)	
9 Rudder → Elevator	Flat Rudder Turn	☐ Pitches Up	Correct with a curve mix (2% to 10%)
		☐ Pitches Down	
10 Downline Mix	Crosswind, vertical down-line	☐ Model pitches up	Add 2% down elevator at 0 throttle

Chart by *Gareth Farrington* , based on the "*Trimming* " by *Peter Goldsmith*

Contact us! If you have any concerns or would like to contribute a story or article

ebida3@yahoo.com
"Chef" Marc Wentnick