

Central Carolina R/C



Club news
on
The "Fly"

Visit our website
<http://www.ccrmc.com/>

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July 2015



Airplane cruising thru fireworks!

CLICK HERE!

You don't see this everyday



Please don't litter. Pick up your cigarette butts!

Will the hurricane ever stop?

The best times to fly for those that like it rather calm is during a period of the day called, *Transition*. This occurs twice a day most often when just before the day temps start to rise in the morning and as the ground cools in the afternoon.

As the sun heats the ground in the A.M. that heat is reflect upward. As the heat mixes with cooler air, wind currents form. But before the ground heats up and when it starts to cool, P.M. thermal air doesn't reach the upper cooler air as efficiently. Therefore we are apt to have light breezes at these times.

A.M. Times: sunrise to 9:00ish / P.M. Times: 6:00 to sunset



look how small this is!



Smallest production motor
Gasparin G1s

Flying Tip

Landing

Set your elevator on a switch that puts down in it. Let off power and with a little up back pressure held on the stick, your aircraft should settle down softly without the dreaded porpoising!

Steve has been a member for 20 + years. *Go Steve!*

As a master sergeant in the Marines, (*oorah*) he became fascinated with aviation. How couldn't he. His ships included the Skyhawk and the Harrier.

His first RC plane was an *Ugly Stick* pulled by a Fox 40. Yea, those were the days.

He remembers his first flight. "*I was taxiing not intending to take off but it did!*" Steve recalls, "*Now what do I do?*" Steve adds that that flight lasted 30 seconds as he nosed her over and buried her in the dirt. Yes Steve we've all been there!

He enjoys building his ships from kit or ARF. His biggest tip is to use a incident meter as he says, "*to keep things straight.*"

He looks forward to the completion of a *Carden* which is 50% finished.

Steve likes the people in the club. He remarks, "*they are all good people.*"

Obviously he hasn't meet everyone yet! *Okay! Okay!Yeesh!*

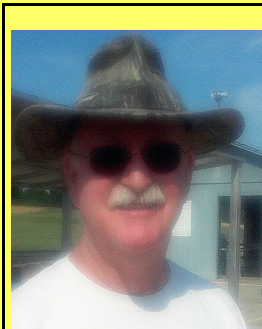
Being a big fan of the Godfather trilogy, he tries not to miss any of the movies when they play. "*Brando was born to play Don Corleone,*" he remarked.

Asked what he is listening to right now in his truck he replies, "*Mozart, I love classical music.*"

Steve is also the coordinator of the last IMAC competition. Don't forget for future IMAC or any events visit the website for details. [Click here](#)

Steve would like to add that "*If your gonna fly, make sure you have fun!*" (sic)

We couldn't agree more with you more Steve! The club is fortunate to have you as a member.



Average rainfall for our area is 42.1 inches a year.*

***Current results weather**

Where is ours!

Q. What did the Buffalo say when his son left for collage?

A. *Bison*

Q. Why couldn't the pirate remember the alphabet?

A. *He always got lost at C.*



You have a voice! Wanna be heard? Come to a meeting!



Every second Tuesday at the field unless otherwise notified.

FLYING TIP



Keep vibrations from shaking your aircraft apart

- *Balance your props*
- *Use silicone to adhere electronic components*

Visit :

www.ccrem.com

Event calenders plus more!



"I'll be honest. Your chances of success are slim."

*Houston (sic) there appears to be a major malfunction....**

I'd like to discuss crash avoidance techniques.

The old adage, "It's not **IF** but **when** you crash" rings true. It happens to all of us. The best and the worst (*me!*) But we have tools to either avoid or minimize damage if we remember basic flight physics.

While the plane is at level flight the balance between gravity and lift is optimum. When there is trouble and the wings aren't level and the time comes that an emergency should arise, get the aircraft straight *if* you can. Think back on damage flights, were you turning either to make the field? Were you turning out from a situation? *Get it?* Now if the wings were level the damage *may* have been lessened and it's possible that totaled plane would have stood a chance.

Sure this may mean walking into that no mans land we know as the flat monster that swallows up planes and turns them into crops. (*The farmers field area*) but it's worth it.

I know, I know there are times nothing and I mean nothing can be done. Wings falling off, servo surfaces locked, etc. but I'm referring to the controllable times.

The best crash avoidance tool is **NOT** to crash. Pre-flight checks are a way to avoid crashes. Mark Willard says, "Always go thru a check list before you fly. Either in the radio or written." Great advice for beginners as well as novice pilots.

If you have any ideas on this or any subject lemme know!

Click here:

"Chef" Marc

*This was actually spoken after the command, "GO THROTTLE UP" was giving and right after the horrible Challenger explosion. Major malfunction? **No kidding Einstein!**

Keep it green. Please deposit all aluminum cans in the re-cycle bin. The club can use the money!

Birds-eye view of the field. Boy did it take a hit this season

Click here: [Movie of the field](#)

Thanks to my Skytech M62R Quadcopter

Some of the better ESC's can process 25 MIPS?!



That's **25 Million instructions per second!**

Know where the fire extinguisher is kept!

*** In the kitchen ***

Tom C. says,

"Always rebind your receiver after changing receiver options such as reversing the servos"



The devil is in the details

In honor of the upcoming Cub Day July 18th

History of the Cub by "Chef" Marc



It all started with the Taylor Bros. In 1920ish brothers Clarence and Gordon had a dream. To build planes. A 90hp twin seat called Chummy emerged. But in 1928 the country fell into the Great Depression. At this time Gordon passed away and brother Clarence went to Penn. It was there that he met with some investors willing to take a shot. One of the investors a Mr. William Piper realized the market for a personal economical airplane.

The first model was similar to the Chummy. Called the Model E-2 it was powered by a Brownbach Kitten engine.

In 1931, 22 planes were sold for \$1325.00. That would be approx \$18000.00 in today's money. A junior engineer Walter Jmaouneu was challenged to make the E-2 more affordable and marketable. Walter came up with the J-2. Around the same time Mr. Taylor left the company, moved to Pittsburgh and started the Taylorcraft company. Mr. Piper bought out Mr. Taylor but a fire caused the J-2 production to seize.



Looking for a new home Piper found one next to an airport in Lock haven, PA. And in 1938 the 40 hp or optional 60hp J-3 hit the skies in "Cub Yellow" or as it was know "Lock haven yellow". 687 aircraft were produced and never looked back. Subsequently the J-4 and J-5 were offered.

The early aircraft had no electrical system or flaps but they were easy and cheap to fly. A boost to the company happened in the forties when the Civil Pilot Training Program choose the Cub as their plane of choice. Also at this time the L-4 Grasshopper was produced for the military giving the numbers to swell at over 14000 planes. The most produced aircraft in its day.

* [Canada Aviation and Space Museum in Ottawa, Ontario](#)

Have a safe Forth of July
See you next month



L-4 Grasshopper



J-5



Stunt flying at airshows



Lake flying



Super cub



**NOT a Cub but a Birddog Cessna
but who notices the plane!**

Have an idea?
[Click Here](#)

