

# "TURBULATOR"

**Newsletter**  
of the Rio Rancho  
Radio Control  
Flying Club  
AMA Club #2770

**WATERMAN FIELD**

**ELEVATION 5840 FEET**

**35° 17.2'N 106° 44.8'W**



## PRESIDENT'S CORNER

### "Da Prez Sez"

Early February was a good month for flying at the field. With a lot of members taking advantage to the warm weather. It is only March and still winter, so with the warm weather gone for a while it looks like Spring is still a little ways away. We had a good showing at the Star Center this month as some members had the Monday holiday off from work. At the march meeting it will not be too early to start planning for some Summer activities. Suggestions welcome. See U all at the March 2nd meeting.

### Coming Events

1. Next Meeting Monday 2 March 7:00pm Meeting Speaker Gerry Weesner to speak on New Mexico Concealed Carry
2. Time for Dues(\$50/Yr) Contact our Treasurer Mike Skipwith.

## Club meeting speaker.

by Don McClelland

This past month I needed to re-qualify for my New Mexico Concealed carry license. I came to find out that one of the members of our club is a concealed carry instructor, his name is Gerry Weesner. Gerry completed my re-qual. Quite a number of our members have spoken to me at the field about the New Mexico Concealed Carry and where they could find an instructor. Well I spoke with Gerry. He has agreed to make the next meeting will have a presentation on New Mexico Concealed Carry. Gerry will also teach a concealed carry class for just Rio Rancho RC Flyers club members. So, if you are interested make sure you make the March meeting !

## **Avoiding Crashes**

### **5 tips to save your RC airplane!**

Gerry Yarrish

The life expectancy of your RC airplane is directly proportional to how well you follow directions. That is to say, you've built and setup your plane properly as explained by the instructions. This article is intended to give the first time model builders some helpful tips for being successful the first time out. We'll talk about avoiding the avoidable, not correcting for things like crosswinds or hitting something with your plane.

There are several things that are common in that they can greatly affect your airplane's safety. Like a weak link in a length of chain, any one of these things can bring the best built planes down. Let's break down these areas of concern into the following groups.

Center of Gravity Balance Point. In my opinion, more airplanes are damaged or destroyed on their first flight because they were improperly

balanced. The balance point for all RC model airplanes (with the exception of small foamy RTF planes,) are called out on the plans of a kit built plane, or in the instructions of an ARF plane. It is absolutely imperative that you take the time to balance your plane properly. Use a balancing jig or simply use your finger tips to hold the plane by the wing to see where it balances. If the tail hangs low while placing your fingers where the instructions say the balance point is, it is tail heavy. If the nose hangs low, it is nose heavy. Of the two, slightly nose heavy is better than slightly tail heavy. As the plane becomes more and more tail heavy, the more and more sensitive it becomes to control inputs until it gets to a point where it is uncontrollable. We see this all the time. The plane takes off and the wing rock back and forth. The nose stays high and eventually the plane snaps to one side and crashes. You prevent this by adding nose weight.

The GP Balancer is a great tool to have in your workshop. Du-Bro Stick on weights are excellent for adding nose weight.

Engine/Fuel System. The next item most likely to kill your plane is an unreliable engine. This can be caused by a poorly broken in engine, an improperly adjusted carburetor and/or an improperly installed fuel tank. Always follow directions and break in your new 2-stroke or 4-stroke engine



before trying to fly. This requires several tanks of fuel and a controlled running of the engine to condition it for proper operation. What you want to do is obtain a reliable idle and a smooth transition from idle to full power. When it comes to power output, always run the engine slightly rich, not lean. Lean engine runs cause overheating and can lead to a damaged engine. The fuel tank should also be installed properly to supply the engine with fuel. Assemble it correctly and install it so the center of the fuel tank is even or slightly below the center of the carburetor. The simplest setup is a 2-line setup with the output line attached to the carburetor and the other line acting as a vent. You fuel the tank by removing the line from the carburetor. A common problem is a fuel clunk that gets jammed forward in the fuel tank after a hard landing or nose over. Always make sure the fuel pickup line is free to move around in the tank. If it is jammed forward, the next time you take off and the model's nose is pointed up, the fuel level will move back and the clunk will start to suck air and cause your engine to lean out and die.



The model airplane engine is an important investment in your hobby. Treat it right and it will treat you and your airplane right.

Radio Battery. Another common failure point is the onboard battery powering

the receiver. You should always fully charge your radio system the night before you go flying and have a battery checker to monitor the condition of your battery pack at the flying field. Batteries seldom fail before you next flight, and when they

give up the ghost during a flight, you are out of luck because your model is going to lose control and it will eventually hit the ground...hard! I check the battery voltage before every flight with a loaded volt meter. You simply plug it into the charging jack and it tells you what the voltage levels are. If the voltage is below 4.8v for a 4 cell pack or below 6v for a 5 cell Ni-Cd pack, do not fly! So it is always good to have a DC quick charger/peak detection charger in your field box so you can top off your battery pack. Also, check the battery switch and connections. Never install a battery pack without foam rubber padding. Always make sure your pack is securely installed and doesn't move around.



Use good quality battery packs and use high capacity packs when you use more and more servos in a

plane.

Final Condition Check Besides these three basic failure points, always check the condition of your model before every flight. Make sure the radio system and servos are properly installed and working correctly. If you have a programmable radio, make sure you have the correct model memory called up for your airplane. Check the screws and clevises and make sure everything is connected and secured properly. If you have recently repaired a plane, or if it is the very first time you've brought it to the field, have a friend go over it as well. A second pair of eyes can often detect something you overlooked. Always

check your control throws for proper amount and proper direction.

Don't push a bad situation! Again, we see this all the time! If your engine is just not operating properly, or if something is not working correctly, just don't fly! The best course of action is to step back and take a breath. Maybe you need to work on the engine back home on a plane stand, to solve the problem. If an aileron is twitching, maybe the servo needs to be replaced. You are the pilot in command. Abort your flight attempt. The plane you save may be your own!



Twin P-51B owned by Russel & Don



Flying at the Star Center



Flying at the Star Center



NiceSky Beaver a Fly & Fix Model

# MEETING MINUTES

## Minutes from the February 2015 Club Meeting

The meeting was called to order at 7:05pm with 9 members and 2 guests.

**Minutes:** Accepted as published.

**Treasurers Report:** Accepted as presented.

**Membership Report:** 45 Members approximately 1/2 have paid their 2015 dues.

**Field Report:** It has been consistently Windy and Cloudy and the field has not seen much use.

1. Runway Cracks are opening and need to be filled with crusher fine. Vic will put together a small working party.
2. Need to Dig trenches around field. Garry will contact a friend to operate a digging machine and dig the ditches to a minimum depth of 4 feet. Costs are projected to be around \$600.

**Safety:** No safety Issues noted.

**Unfinished Business:** We are continuing to support the Rio Rancho High School aviation class. 2 van loads of parts, building material and radios were delivered to Bill Ryan the instructor. He was very grateful to get these materials especially the 72 mHz radios. Bill will be retiring at the end of this school year. There is a new teacher taking over the program. I have not met with the new

teacher but Bill will make the introductions before he retires.

**New Business:** 1. Two new members joined at the meeting and were welcomed to the club by the members at the meeting.

2. Annual Family Day - Don brought up that we need to start planning for our Annual Family Day event. It was asked when we held the event last year and Don took it on to get the information.

The topic was tabled until next meeting. (Family day was held the 1st Sat in June in 2014.)

The Meeting adjourned at 7:52pm.

### Raffle Results

1. Ken French
2. Don McClelland
3. Rick Edgar (New Member)

### Dues Reminder

March is the deadline to pay your Club dues. Contact [Mike Skipwith](#).

#### Turbulator:

Editor Don McClelland

We are always looking for articles, pictures and your input!

For comments, or suggestions

Please Email Don at [macmoke1@gmail.com](mailto:macmoke1@gmail.com)

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#### RIO RANCHO RC CLUB

AMA Charter #2770

[www.rioranchorcflyers.org](http://www.rioranchorcflyers.org)

#### Next Club Meeting

March 2nd 7:00pm at the Wallen Club House. 5545 Lilac Pl.