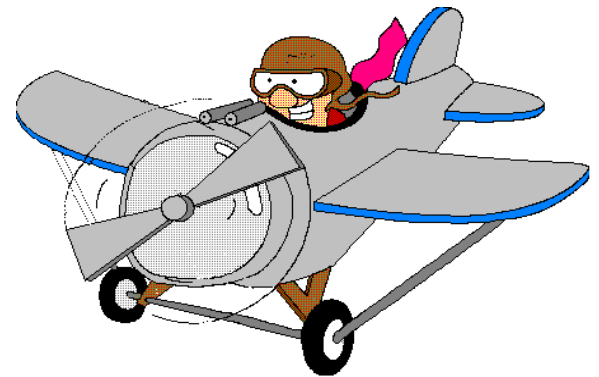


Model-Builders Workshop

Serving Model Aviation Enthusiasts in the Wiregrass
Volume 11, Issue 4 July 2009

WGRC CONTACTS

Pres: Stan Grett – 2775 Plantation Place Enterprise - (334) 393-1674
VP: Mike Hipwell 202 Hickory Rd. Dothan (334) 794-8563
Sec / NL Editor: Jim Kale - 401 Candlewood Dr. Enterprise – (334) 393-7918
Treas: Brian Arsenault – 302 Natches St. Enterprise – (334) 393-1642
Please contact one of these people to conduct business with the WGRC
WGRC Flies Weekends at Hunt Air Field on Dale Co 18, S of Highway 231 S of Ozark



WGRC SPONSOR

MORGAN (COOL POWER) FUELS - ENTERPRISE
HODGES HOBBIES – Andersonville, GA

WGRC WEB SITE

www.wiregrassrc.org

June HOT Fun-Fly

Yes it was hot but no crashes. Charlie Dicey won First, KC second, and Gene Mace third. Good show Mike and Chris. Phil's Shade -- Invaluable

Zero Expansion Tires

That is what KC needs.

When the Concord Supersonic Jet Crashed a few years ago, it was because the wheels hit a piece of metal on the runway while spinning very fast. When those big tires spin very fast, they actually get larger because of centrifugal force. When they were expanded and hit the metal, they were cut and began coming apart. Some of the parts tore thru the bottom of the fuel tanks while they were being flung off the tires. Another piece of tire hit some electrical wires on the landing gear and caused sparks which caused the fire that ultimately lead to the crash and explosion. One of the fixes was to switch to a new tire made by Michelin that is called a zero expansion tire that does not expand as the speed increases. Michelin is keeping a close secret of what those tires are made of.

KC had a similar problem recently at Brown Field. He let his jet sit on the hot morning black asphalt for over an hour prior to flying it. That let the tires heat up. On the takeoff roll, he left it on the ground longer than normal and really caused those warm tires to smoke. The warm rubber tires going faster than normal apparently expanded quite a bit and when he lifted off, both of the tires came off the rims and continued down the runway. KC made a low pass to confirm he still had the metal wheels on the gear and did a normal landing with no damage to the plane except scratching up the aluminum wheels. Good job. Better get some of those Michelin Zero Expansion Tires KC. I did some calculations and at 60 MPH, those tires are turning over 5,000 RPM.

WGRC ELECTION OF EXECUTIVE COUNCIL MEMBERS

It's that time again.

Any members wishing to run for elective office of the Executive Committee may apply for nomination at the July or September EC Meeting. EC members may be also be nominated from the floor at that meeting by any WGRC member in good standing. An election will be held at the Annual General Membership Meeting if needed and any new members will be installed at the close of that meeting. Current Members have indicated they will continue in office if unopposed.

COMING EVENTS

WGRC EXECUTIVE COMMITTEE MEETING

Larry's BBQ - Daleville
July 13, 2009

Dining at 6 p.m.

Meeting at 7 p.m.

Members Welcome

WRGC FUN-FLY

September 19

Rain Date Sep 26

WRGC FLY-IN

November 7, 2009

PHIL'S PHOLIES

The New WGRC NL Column

see inside for details

Presidents Message

by *Stan Grett*

WGRC EXECUTIVE COMMITTEE MEETING: The next meeting will be on July 13, at Larry's BBQ on US 84 in Daleville, at 7 p.m. We normally come early and eat prior to the meeting. Members welcome to attend.

ELECTRONIC NEWSLETTER: If you currently get a hard-copy of the WGRC NL and would like to save the club the postage cost, you may get your NL via email. Just let Jim Kale know at jimkale@roadrunner.com or 393-7918.

SECOND QUARTER FUN-FLY: Hot, Hot June 20. The CD was the dynamic duo (Coopster and Chris). There were some good prizes including some good Cool Power fuel. Registration was at 7 a.m. and flying at 8 a.m.

THIRD QUARTER FUN-FLY: Scheduled for September, 19, rain date September 26. Mike Hipwell is the CD.

RC MAGAZINES: Same them for distribution to the Enterprise School System as AMA recommends. Bring them to the EC meeting or the field and give them to a club officer.

NEW SAFETY COORDINATOR: KC is the new WGRC Safety Coordinator.

WGRC SHIRTS: Stan is taking orders. Small thru XL are 20 bucks each; XXL are slightly higher. Stan's contact info is on the front page

MAY WGRC EXECUTIVE COMMITTEE MEETING MINUTES

Executive Committee President, Stan Grett called the meeting to order at 7.p.m. May 4, 2009, at Larry's BBQ in Daleville, AL. Stan Grett, Brian Arsenault, Jim Kale, KC, Phil Spiegeland, Charlie Dicey, Athol Foster, and Al Bourland were members in attendance.

Minutes of the March meeting were read and approved.

The treasurer's report was read and approved.

Old Business:

Jim Kale reported that the Spring Fun-Fly was delayed two times and was finally completed on 11 April. The weather was good and no major crashes.

Stan Grett reminded members of the Second Quarter Fun-Fly on June 20, rain date June 27. Registration will be at 7 a.m. and flying at 8 a.m. due to the hot weather expected.

Stan also mentioned use of the new frequency pole.

New Business:

Stan reminded members of the next EC meeting on July 13.

The Third Quarter Fun-Fly was set for Sep. 19, rain date Sep. 26.

KC mentioned that he thought that the NL should be published after an EC meeting rather than be delayed till prior to the next EC meeting. This was discussed and no changes were decided on because the NL is a good reminder to all that a meeting is coming up, even though the news is just a little dated.

The EC discussed the November Fly-In. Food, Porta-Potty, set up times, etc.

KC is replacing Phil as the Safety Coordinator. AMA has changed the name for this position over the years from Safety Officer to Field Marshal, and now Safety Coordinator. Seems the AMA makes changes sort of like the ARMY.

The EC discussed which people may buy tickets at the WGRC events. Only AMA members may register to fly, although, they need not fly. Only registered pilots may buy tickets except the CD who must register to fly but need not register to buy tickets.

The EC discussed disqualifications at WGRC flying events. The CD should discuss disqualifications with the WGRC safety coordinator, President, or other EC members to determine if any flyer should be disqualified. No one person is always in the best position to see exactly where a model was or was not, and what it did or did not do. The CD, after getting other opinions may then make the final decision to disqualify.

Athol Foster mentioned that the WGRC NL and other WGRC information and photos were on the WGRC web site at www.wiregrassrc.org

Meeting was adjourned at 7:35 p.m.

A New Feature of the WGRC NL will be **Phil's Pholies** (Phil's Follies). We all know that Phil can sometimes invent crazy unheard of ways to fly, crash, repair, and explain damage to aircraft, so this column is named in his honor. If you do something in the best tradition of Phil, you may very well find your stunts mentioned here. Come to think of it KC deserves credit for figuring out how to change tires in flight. But he only figured out how to take them off, not how to replace them. Keep at it KC and check with Phil to see if he can come up with a plan. I hear tell Phil invented the **SKY-JACK** to help with in-flight tire changes.

FLIGHT-LINE SAFETY

We have been fortunate not to have had any major safety problems at the flying field since the spectator lady got shot quite a few years back. It is good to read the FLYING FIELD GUIDELINES (below) once in a while to brush up on what to do and not do at the field. You may wish to take this page, fold it and tuck it in your field box.

WGRC FLYING FIELD GUIDELINES APPROVED BY THE WGRC EXECUTIVE COMMITTEE

1. **NO MODEL FLYING IS ALLOWED IF FULL SIZE AIRCRAFT ARE OPERATING OR PARKED ANYWHERE ON THE FIELD.** This rule dictated by Ft. Rucker Reg 95-2.
2. You should perform a preflight check of your aircraft prior to each flying session. Mufflers of some type should be used on all 2-stroke engines over .09 CID. (1.5 CC) Open exhausts may damage hearing.
3. When starting and running your engine, it is your responsibility to clear the immediate area to each side and in front of your propeller to minimize the chance of a broken propeller striking someone. Normally engines should be run at least 10 feet in front of the model pit area. **Always be cognizant of your prop wash and it's effect on other models and personnel on the flight line.** If engine work and subsequent runnups are required, make these well away from the pit area. Major engine work and long runnups, or engine break-in should not be performed at the flying site.
4. Any time more than three flyers are present; the FREQUENCY CONTROL POLE should be set up.
5. **All pilots are responsible for leaving their own day-glo personal marker pin on the pole marking their transmitter frequency prior to turning on their transmitters. Any pilot who causes damage to another model by not observing this rule will be financially responsible for damages to the other model. Transmitters should be turned off and personal pins removed after 20 minutes to allow other members to fly.** Guest flyers may use the WGRC guest flyer pin on the pole.
6. RC powered airplanes will normally be flown from only one side of the parking area. Flying will normally be up and down the runway, however, when the wind is unfavorable for that, and all pilots agree, the direction may be moved to anything that is agreeable. If making low, high speed passes, you should keep the model over or beyond the runway centerline. **Note: All takeoff, landings, and flying must always be over an area where there are no people, vehicles, the Control Tower / Classroom.**
7. Helicopter, glider, or other non-RC powered airplane flying will normally be on the opposite side of the parking area from where the RC powered airplanes are being flown. Flight instruction may also be flown on this side for any type aircraft when it is deemed advisable by the instructor. The rule about not flying over people or vehicles the Control Tower or the Classroom applies here also.
8. Each pilot for RC aircraft is requested to stand at one of the yellow runway edge markers to insure proper pilot separation. Red plastic cones are available in the club locker to mark the pilot positions if needed. Helicopter, glider, and other pilots (on the opposite side of the flying field) should stand in a fashion that is agreed upon by them and that allows at least 20 feet between operational transmitters.
9. **All takeoffs and landings must be in a direction not pointed at the flight line or parking area.**
10. **In accordance with AMA rules, spectators not involved with flight operations must stay behind the area where any aircraft are flying.** Normally a pre-painted lines can be used for this purpose, also, a concrete expansion joint may be designated, briefed and used for this purpose if necessary.
11. A maximum of 5 flyers should be in the air at one time on each side of the parking area. Proper use of the FREQUENCY POLE MARKING PINS is paramount for safety.
12. All pilots must observe air traffic priority. 1. Any non-powered aircraft or aircraft with a dead engine, 2. Powered airplanes, 3. Helicopters. The pilot of any aircraft that has had an engine failure is responsible for loudly announcing **"ENGINE FAILURE"** or **"DEAD STICK"** to establish traffic priority.
13. **SPECTATORS:** Any club member who notices visiting spectators should insure that they are aware of flight line operations and safety procedures.
14. **VISITING PILOTS MUST BE AMA MEMBERS TO USE THIS FIELD.** In general, any pilot who intends to fly with this club for more than three (3) weekends should see a club member about temporary membership in the club.
15. **EVERY CLUB MEMBER IS CONSIDERED A SAFETY OFFICER AND SHOULD MAKE EVERY REASONABLE EFFORT TO URGE COMPLIANCE WITH THESE GUIDELINES. Any damage to the flying site must be reported to a club officer as soon as possible.**

This document was created with Win2PDF available at <http://www.win2pdf.com>.
The unregistered version of Win2PDF is for evaluation or non-commercial use only.