

ORANGE COAST RADIO CONTROL CLUB

AMA Gold Leader Club 1992-2010
Charter #1330 AMA Award of Excellence

January 2011

Circulation 300



PRESIDENT'S MESSAGE

With the beginning of the New Year we have some changes and many opportunities. Many of you are aware from the December meeting that we have a couple new members of the Board. Please join me in welcoming Tim Taylor and Steven Penn as your new board members. You have a new President and your new Vice President is Dan Napier.

I want to take this opportunity to thank Dave Meriwether, Larry Klingberg, Dick Churchill, and Ron St. John for their years of service, guidance, and enthusiasm in everything that they have done and will continue to do as key members of the board and club. This club has much history over the many years and continues to evolve into what is the current flying and building interests of the membership.

2011 Great Park Waiver: This must be signed by all members each calendar year. This will be available on the clipboard starting Sunday, January 2nd. Please take a moment to sign this as soon as you arrive so we can put this piece of business behind us. Additionally, each guest we bring and any visitors we see at the field must also sign this waiver. I ask everyone to be vigilant with this whenever you see someone new; ask if they have signed the waiver. If they have not, you can take them to the orange box where the clipboard will be and ask them to sign.

Field Safety: Our flying field is our single most important asset and we must all be diligent in protecting it. We all need to inform visitors of the safety guideline that they remain behind the white line in the pits. All pilots must remember there is no taxiing behind the flight line. This is for everyone's safety.

(President's Message continue Page 2)

**SPECIAL MEETING PLACE
MONDAY, JANUARY 3, 2011**

**NORMAN P. MURRAY
COMMUNITY & SENIOR
CENTER
24932 VETERANS WAY
MISSION VIEJO, CA. 92692
7:00 P.M.**

MEETING DIRECTIONS

From the North Orange County:
Merge on to I-405 South towards San Diego
I-405 South becomes I-5 South
Take I-5 South to La Paz Rd. (Exit 89)
Turn left onto La Paz Rd. go East 1.8 miles
Turn left onto Veterans Way
24932 Veterans Way is on the right.

From the South:
Take I-5 North
Take La Paz Rd. (Exit 89)
Turn right onto La Paz Rd. go East 1.8 miles
Turn left on Veteran Way
24932 Veterans Way is on the right

Check www.mapquest.com for map information and directions.

President's Message (continued)

Always be vigilant when your plane is live as our electric motors spool up very fast and propellers act as knife blades when moving. We have had accidents with fingers, hands, and legs in the past and these injuries can be serious.

Flight Safety: Remember that our flying field is the grass beyond the runway. We have a center yellow line down the runway to assist with takeoffs and landings. This line also should serve as the dead line which means that no aircraft should fly on the pilots' side of this line (this includes 3D and flybys). Every member should feel they can remind the pilot of this should a plane be flown on the pilots side. Any of the field marshals should also be reminding pilots of this rule. Remember that safety is our number one goal. Make sure you always announce takeoffs and landings so that all other pilots on the flight line can hear you.

Intro Training: We continue to train many new pilots of all ages. As a participant in the AMA Intro Pilot Program we have a number of enrolled instructors and we are looking for more (anyone interested). We have 2 intro planes (Easy Star and Super Lightning) available for buddy box training. Each student enrolled in the program signs up on the Intro Pilot clipboard and is provided with AMA coverage for 60 days while we are training them. After that, to continue to fly at our field, they must join AMA and join the club.

Intermediate Training: We now have a club Park zone T-28 with buddy box setup for training progression from 3-channel to 4-channel and into acrobatics. This will enable us to develop acrobatics from a standard platform.

Membership and Renewals: Remember to submit your renewal (either on-line or by mail) and mail your payment or give it to a board member at the field. As always current AMA membership is required. Everyone flying must be wearing their 2011 membership badge.

(continued)

If someone is not wearing a badge please question them for proof of membership or bring this to the attention of a field marshal.

We encourage visitors to come to our field and if they want to try out our field they can fly as a guest; however, proof of current AMA is required (must be seen by a field marshal). If these guests want to continue to fly at our field they must join the club. Many of us are members of other clubs that provide us with diversity of fields, sizes of planes, types of engines, and we have guests that may be looking for a place to fly electrics. Don't forget the AMA Expo in Ontario on January 7th through 9th. The club has a booth and we look forward to you stopping by. I look forward to seeing everyone at the field and meetings. Please communicate anything of interest or concern to myself, any board member or field marshal.

Enjoy everything you fly!!!
Greg Stone

gstone4@cox.net
949-413-0920 (mobile)

AMA 2011 EXPO

**We need your help at the Expo!!!
E-mail Dave Meriwether if you can
help out. meriwed@comline.com**

**Check your schedule and see what
you have available to donate an
hour or two to the club booth.**

General Meeting December 6, 2010

Meeting was called to order by Dave Meriwether, President at the Norman P. Murray Senior Center in Mission Viejo at 7:08 p.m. on Monday, December 6, 2009. Dave led the Pledge of Allegiance.

1. Dave asked the members for a silent moment to remember deceased member Ron Payne.
2. New members introduced themselves; Ron Bassolino, Gary Gough and Jack Guiso.
3. Dave Meriwether is looking for more help to man the club booth for AMA Expo 2011.
4. A motion was made to vote for the Board of Directors at this meeting. MPS.
5. A motion was made to accept the changes of the By-Laws as amended by the Board. MSP.
6. The ten nominated Board candidates gave a short speech about why they wanted to be on the Board.
7. The ten candidates are: Robert Cantu, Dick Churchill, Bob Lung, Dan Napier, Steven Penn, Ron St. John, Greg Stone, Nathan Stone, Tim Taylor, and Wayne Wylie. Six were elected; Greg Stone, Dan Napier, Bob Lung, Robert Cantu, Steven Penn and Tim Taylor.

AMA EXPO 2011

January 7 – 9, 2010
Ontario Convention Center,
Ontario, California

ADVANCED TICKETS ON SALE NOW at www.modelaircraft.org

EVENT HOURS

Friday, January 7 Noon to 6:00 P.M.
Saturday, January 8 10:00 A.M. to 6:00 P.M.
Sunday, January 9 10:00 A.M. to 4:00 P.M.

Admission at the door prices

One Day Ticket	\$13.00	AMA Member	\$15.00 Non-Member
Two Day Ticket	\$24.00	AMA Member	\$28.00 Non-Member
Three Day Ticket	\$33.00	AMA Member	\$36.00 Non-Member

Kids under 6 are free. Active military with ID, Boy Scouts, Girl Scouts, Sea Cadets, etc. are free.

SWAP MEET HOURS: (no dealers allowed)

Saturday, January 8 10:00 A.M. to 6:00 P.M.
Sunday, January 9 10:00 A.M. to 4:00 P.M.

GUEST SPEAKERS: Joe Bock, Founder of Aero Telemetry which specializes in UAV's, Brad Long will speak on CAF Red Tail Project, Gary Fogel, author will talk about gliding, Katie Bosman, Aviator, Model Builder and Tom Huff, Commander from the Naval Test Wing Atlantic.

Note: Parking is \$8.00 a day at the Ontario Convention Center and does not include in/out privileges.

Members of Orange Coast Radio Control 2010



Winner, Toma Jarema



Dan Napier



Thomas Penn



Tommy Hue



Hobby People Fun Night



Maricor Meriwether



Phil Gross



Greg Schultz



Raffle Chairman Dick Churchill



Winner Walter Stewart



AMA Expo 2010



Allen Ashley



Master Builder Larry Klingberg



Steven Penn



Randy Wilbur



Bob Shields



Robert Cantu



John Owsinski



Eloy Marez



Nathan and Greg Stone at OCMA



Toma Jarema's first airplane crash



Mark Silze of Hobby People Lake Forest



Winners Karl and Toma Jarema



Nathan Stone

SUMMARY OF BOARD MINUTES

Meeting was held at Conference Room, 2832 Walnut, Ste. E in Tustin, CA. on Monday, December 27, 2010 at 7:00 P.M. The following action was taken:

1. Secretary Minutes for October and November. MSP.
2. Treasurer report ending 11/30/2010. MSP
3. The Board discussed planning for events in the spring. The Board discussed a membership profile.
4. Robert suggested new members should have a flight log for their training program. Training list for instructors needs updated. All instructors needed to be trained on buddy box system.
5. Gregg reported members are asking for two swap meets to be held each year instead of one.
6. Gregg recommended a separate name badge for each Field Marshal that has been trained.
7. Dave reported the flying field will be closed January 1st due to the holiday.
8. The Secretary passed out ballots for the Board of Directors election. The election results are: Greg Stone, President, Dan Napier, Vice-President, Joni Whitsitt, Secretary, Paul Vann, Treasurer, Directors: Larry Klingberg, Steven Penn, Robert Cantu, Nathan Stone, David Meriwether, Tim Taylor.







Choose the Right U.S. Air Force insignia for your model

By Keith Davis from the Pikes Peak RC Club, Colorado Springs, CO

Since World War I, The United States has had over eight different aircraft identification markings designed for its aircraft. Four of the insignia changes were made during World War II alone. There were many reasons for insignia changes: looks too similar to enemy markings, hard to identify at a distance, etc.

So if you are interested and have the time, check out this United States Air Force Museum Web site: www.wpafb.af.mil/museum/(search insignia)

The Web site goes into detail about each U.S. insignia, why it was used, then changed, and how they were placed on the aircraft. Not a bad Web site. Now you'll know not to build a F-4F Wildcat with 1947 markings or design a jet with 1918 markings: And once you get this insignia thing down, you'll be able to identify a RC war bird, and almost tell what war and year that the aircraft flew in.

 <p>1918: red outer circle, blue middle, white center This design was adopted for easier identification during combat.</p>	 <p>1943: white star, blue circle, red trim</p>
 <p>1919: white star, red dot, blue circle The star in circle design was used prior to 1918. Its use was resumed in May of 1919.</p>	 <p>(August 1943) white star, blue circle and trim The first "Bars and Stars" design was easier to make out from a distance. The previous "Circle in Star" designs looked like simple circles from a distance.</p>
 <p>1942: white star, blue circle The red dot was removed to reduce</p> <p style="text-align: center;">Confusion w/Japanese insignia</p>	 <p>1947: white star, blue circle and trim, red bars This basic</p> <p style="text-align: center;">design is still in use on US aircraft</p>

Flight Formation

by Keith Davis from the Pikes Peak Radio Control Club, Colorado Springs CO

Has there ever been a time when you looked up in the sky to see a bunch of airplanes flying in formation and wondered what type of formation it is and why that particular formation? Well, believe it or not, there are names for these formations and the airplanes are not just flying in some random pattern that looks cool (in most cases). Hopefully I will be able to explain some of the major types of formations used and some of the advantages and disadvantages of them.

Straight Trail Formation: Aircraft fly in a straight line, nose-to-tail, usually each aircraft flies slightly higher than the one in front of it to avoid turbulence. This is the least desirable formation to fly in because it is difficult for the formation to determine what the lead aircraft is doing. Also in a combat situation, the entire flight may fly directly over ground anti-aircraft weapons and no one can cover the trail aircraft. In addition, this setup is the leading cause of most formation mid-air collisions.



Staggered Right or Left Formation: The first aircraft leads formation. The second aircraft flies 30° to 60° off of lead's wing. The third aircraft flies behind the first aircraft and 30° to 60° off of the second aircraft. The fourth aircraft flies behind the second aircraft 30° to 60° off of the third aircraft. This formation allows everyone to anticipate what the lead is about to do. This is a common formation for U.S. combat transport helicopters. Many helicopters can fit into a small landing zone at one time and adequate fire cover can be provided for each other.



Echelon Right or Left Formation: The first aircraft leads formation. The second aircraft flies 30° to 60° off of the first aircraft. The third aircraft flies 30° to 60° off of the second aircraft. The fourth aircraft flies off of the third aircraft. All aircraft will stay on the same side of each other. This is a common combat formation used by U.S. ground attack pilots. The lead aircraft would roll onto target and the flight would follow in, one at a time.



That just about covers the major formations used by most military and civilian aircraft. Of course there are many other types of formations out there, such as the "Vee" formation, diamond formation and the box formation. You can see most of the fancy ones performed at airshows.

So now that you studied these formations, find a few of your flying buddies that you can really trust, and go out and practice a few of these.

Tips and Hints

by Larry Dudkowski from the Prop Masters RC Club, Downers Grove IL

- Voltage is a critical factor in determining propeller speed in an electric model. I tried to fly my A-10 using a two-cell Li-Poly pack (7.4 volts 1200 mA). It promptly floundered into the ground. I switched to a six-cell Ni-Cd pack (8.4 volts 600mA) and found that I had a good performing aircraft. The same was true for my Tiger 400. Just switching from a two-cell (7.4 volts) to a three-cell (11.1 volt) Li-Poly made all the difference in the world. Simply put, it is battery voltage that determines the propeller speed and therefore causes aircraft speed. It is battery capacity (mA) that determines the flight time.

*Here's one for you builders out there—if there are any left. When I have wing-mounted servos, I make some paper tubes to use as guides for the servo wires. Just roll up some stiff paper (typing or printer paper will do) into a tube slightly larger than the servo connector. You want to make sure the connector will pass through the tube easily. Tape or glue the tube so that it doesn't unwind. Then simply glue the tube to the wing ribs so that you have a conduit between the servo-mounting hole and the points in the wing. Being paper it's easy to cut the excess tube. Now even with the wing covered you should easily be able to thread the servo leads through the wing to the exit points.

Tools for Beginners

A beginner does not need a lot of fancy tools to do a good job. However, there are a few inexpensive tools that make life easier.

- X-acto blade and holder, usually a number 11 for most jobs.
- Coping saw.
- Razor saw to cut across grain and hardwood.
- T-pins. They come in three sizes, but generally the small and medium sizes are the most useful.
- 18-inch steel rule is very handy. If the rule tends to slip when using, try spraying with 3M-77 on the down side. Once dry, it acts as an antiskid.
- 90° plastic triangles: For squaring assemblies. (Video cassette boxes are square, will stand alone, and are very useful for holding two parts such as a horizontal and vertical stabilizer when assembling).
- Sandpaper: Aluminum oxide sandpaper is best. This is sold at auto paint stores, has a long life, and is often less expensive than what is found at hardware and model stores.
- Sanding blocks: Always use a sanding pad or block. Various lengths of suspended ceiling tile grid make good, lightweight sanding blocks. (Use 3M-77 spray or rubber cement to attach sandpaper strips to a sanding block. Use a heat gun to loosen the adhesive when it must be replaced).

By Jim Kitchen, editor
from the Sierra Flyers, Marysville CA

Need Vertical Storage?

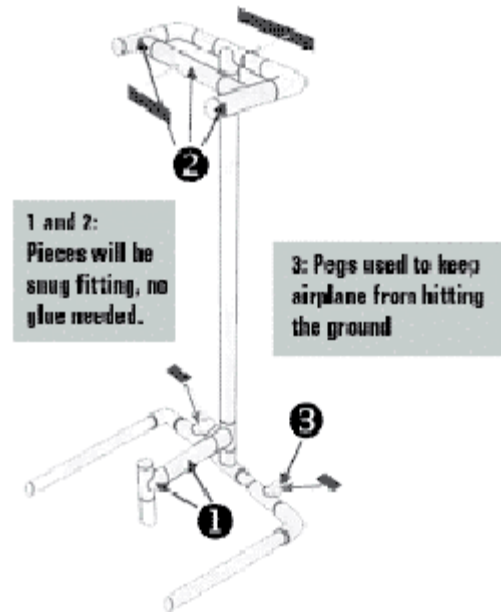
by Ted Zaborski

If you have the need for vertical storage, then take a look at this cheap-and-easy vertical rack made from ¾-inch PCV pipe, PCV fittings (Ts, 90-degree elbows, and end caps if desired). Elastic fabric or bungee cords for securing the aircraft and foam rubber for cushioning.

It will store your fuselage and wing conveniently while cutting down on hangar rash. It will also keep the front engine bearing lubricated.

*No measurements are included because size and shape will vary.

*Glue is toxic and flammable. Use in a well ventilated area.



from the Millis Model Aircraft Club Inc., Dedham MA

JANUARY SWAP MEET

FOR YOU SWAPPERS OUT THERE, HERE'S YOUR FIRST CLUB SWAP MEET FOR THE NEW YEAR. HEMET MODEL MASTERS IS HOSTING THEIR ANNUAL SWAP MEET ON SATURDAY, JANUARY 29TH. CHECK THEIR WEB SITE FOR DIRECTIONS TO THE FLYING FIELD www.hemetmodelmasters.org

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Here's members Ray Young and Kevin Pullin demonstrating to a young crowd at the Fair that are interested in the flight simulator. We all love our computers!!!!

**MEETING LOCATION
MONDAY, JANUARY 3, 2011**

**NORMAN P. MURRAY
COMMUNITY & SENIOR CENTER
24932 VETERANS WAY
MISSION VIEJO, CA. 92692**

CHECK MAP QUEST FOR DIRECTIONS



An AMA Gold Leader Club



**HANGAR TALK NEWSLETTER
9200 Westminster #65
Westminster, CA 92683**

**This is your copy of HANGAR TALK
The newsletter of the Orange Coast
Radio Control Club**