

June 2007

## The Inside Loop



# Safety is our most important Product!

**Field Safety....** The growing season is upon us and there will be workers in the fields to the North and South-east fields at times. **DONOT** fly over those folks. They don't stay in anyone place very long and there is plenty of room to fly and give them room to work.

Do a pre-flight check before the first flight of the day. Check for security of control surfaces and direction of travel. It is strongly suggested that you do a range check **WITH** the engine running, its' worth the time... just ask me! Safety doesn't cost anything, but could save you an airplane or injury..... Cliff Pemberton, SO

Feature Article **"THE TRIP"**  
by Bob Beardsley and Hugh Christian  
Story on page 2



Mr. Cub @ breakfast



Truly Hands Off

## President's Soapbox

Save your plane...and some face...and protect innocent bystanders...perform an audible pre-flight safety check before every flight. Many of us have lost an airplane on take-off or very soon after because ailerons or rudder or elevator are reversed. You wiggle the sticks and all the control surfaces move. Everything *must* be fine. And they are for a second or two after the take-off

roll begins. Then things go south...or north....or west...or east. You try to compensate and things just get worse. Your brain catches up with the problem but can't quite react in time to avoid the inevitable..."Oh \$%##@!!!". PS. You also just failed to perform a very important emergency important maneuver. It's called...*ABORT*.

So let's back up to when you were in the pits. And by the way, you have not started the engine yet! Now is the time to do it....do that audible pre-flight check! It's simple. And all your fellow pilots will admire your macho, attention to detail, and your professionalism as an RC pilot...."that's a guy who knows what he's doing!"

Full scale pilots perform a walk around inspecting the plane. Once in the cockpit a written/verbal checklist is followed. *The pilot talks to the plane.* Why? Because it is easy

**The next meeting is:  
June 18<sup>th</sup>, 2007**

**General Meeting 7:00 pm**



Bob and Hugh are back and I was ready with "You Aint But A Hound Dog." As if you can't guess, The Troubadours' stopped at Graceland, see the story on page 2.

See ya all..... Sq Earl Jr

to ignore an erroneous result if you are not concentrating on the task at hand. Modelers should do the same. Here's a condensed excerpt right out of the Fly-A-Ways Training Manual. Go on line and check it out!

1. Engine off.
2. Stand behind the plane.
3. Pull the ELEVATOR stick back. *Say out loud "UP"*. Insure the elevator goes to the up position.
4. Push the ELEVATOR stick forward. *Say out loud "DOWN"*. Insure the elevator goes to the down position.
5. Push the RUDDER stick to the right. *Say out loud "RIGHT"*. Insure the rudder goes to the right position.
6. Push the RUDDER stick to the left. *Say out loud "LEFT"*. Insure the rudder goes to the left position.
7. Push the AILERON stick to the right. *Say out loud "RIGHT"*. Insure the aileron goes to the right position.
8. Push the AILERON stick to the left. *Say out loud "LEFT"*. Insure the aileron goes to the left position.

You get the idea...it really is a good one. The problem may be you've hooked a control surface backwards when you plugged in the servos. Maybe you've called up the wrong model on your radio. It doesn't matter. The audible check will tell you there's a problem.

*SAY IT OUT LOUD!*

*Scott*



## “The Trip”

by Bob Beardsley and Hugh Christian

Bob and Hugh's Quest for Nall-edge.

Bob's 6,400 mile road trip includes the AMA headquarters in Muncie, Indiana; the United States Air Force Museum in Dayton, Ohio; the Joe Nall IMAA event in Woodruff, South Carolina; and the West Coast IMAA fest in Chowchilla, Ca. Two memorable side trips include the Wright Brothers flying field in Dayton, Ohio and the home of Elvis, Graceland in Memphis, Tenn.

The first destination is AMA headquarters in Muncie, Indiana. The AMA owns 1100 acres. AMA property includes flying circles for control line, several free flight launch areas, RC helicopter area, RC planes strip as well as headquarters and museum building. The RC plane area includes two long and wide asphalt runways. The sky is bigger at the AMA site! The first day we had the site to ourselves until dark when the night fliers came out. The second day we encountered Jim Cherry (Executive Director) and Mike Ramsey (Associate editor of MA) at the flight line. We met Jim Cherry earlier that day at the AMA museum, Jim gave us a private tour AMA headquarters (it was Sunday). The AMA museum is a wonder!

The United States Air Force Museum in Dayton, Ohio is only 90 minutes from Muncie. I didn't believe a museum could be better than Boeing's air museum. Wrong, wrong, wrong. The US Air Force museum has everything, several planes twice. Early flight, World War I and II, Korea, Vietnam and Desert Storm planes are represented. B1, B2, Hustler, Valkyrie, X15, SR71 and planes I've never heard of too. The Valkyrie appears larger than the Spruce Goose! The older planes were posed in different era scenes. The newer planes

were displayed with video and written information. This is the Mecca of airplane enthusiasts.

Joe Nall IMAA event celebrates fun, fellowship, and hospitality. This is a 1000 acre+ facility with a very large golf green grass runway, lake, WWII control tower, full size hanger and camping for more than 500 registered pilots. We saw 50% Python-2 biplanes, the Ultra Bandit jet, BVM's jets, Mac's B-29 doing a low inverted pass after releasing the X-1 rocket plane, Youngblood's helicopter demo, Matt Chapman's full sized Cap-580... need I go on! Oh, I saw 9 30% or larger airplanes hover center stage with the Python-2's smoke nearly hiding them all! Bob flew the Cub and the Pitts.

Let me mention Spectrum radio technology. It's wonderful at events like this one. No frequency pins! This allows the main runway, lake and foamy area Spectrum radio users to fly without frequency issues. Bob and I saw 20+ planes in the air at one time at Joe Nall! If your considering purchasing a new radio take a long look at the Spectrum.

Back on the road to the West Coast IMAA fest. We passed through Georgia, Mississippi, Alabama, Tennessee. Whoa, we stopped to see Graceland. Elvis would be 72 this year. Oklahoma, Texas, New Mexico, Arizona, and finally California. It's a long ride from Barstow to Chowchilla (north of Fresno). We stopped at Edwards AFB, tried to get in but can't without official id.

This West Coast IMAA fest event moved from Castle AFB to the Chowchilla, Ca. municipal airport this year. The airport was full of campers, airplanes, and vendors. Bob flew here too. He shows how to fly scale by taxing down the runway, turning into the

wind, accelerating till the tail leaves the ground, slowly lifting off and using the wing to climb. So many planes use the wings as dampeners and the propellers to fly. The West Coast IMAA is a good show but they need more night fliers. And some more grass.

Some details from the trip - 6,400 miles, 11-14 mpg , one speeding ticket. Gas prices ranged from \$2.99 to \$3.55. Every plane was broken and repaired at least once. The roads east of Oregon are in terrible shape and nearly destroyed Bob's trailer and Cub. Oregon is the only state that has people standing at ramps asking for money. After way too much windshield time we had a crazy idea. Help us get TV Highway, Canyon road, and whatever other name that strip of asphalt is know as changed to Elvis Presley Blvd. Let king live in the Northwest.

Editors Note:

Many club members followed the Nall activity on the Flying Giants Website. We got to see some great things on streaming video while Bob and Hugh saw it live and in person. It was great trip, thanks for sharing it with us. Click on the Slide Show below to see random photos taken on "The Trip".

## Slide Show



I just might stay here!

## At the Field by Cliff Pemberton

The flying season is getting off to a good start, with great weather and new students. Rod Moore was at the field Saturday the 2<sup>nd</sup>, along with his 9 year old daughter Hanna. Hanna voiced an interest in flying, so... She made her first three flights flying her Dad's Sig Kadet, powered with a Saito .90 twin, using the "buddy box" system. She even pits for Dad, fueling for flight and cleaning up after the days fun. Already an AMA member, it won't be long before she is a member of FAW and we'll see her at the field out flying Dad. Welcome to Fly-A-Ways Hanna.



## A Shadow in the Moonlight

Here's an excerpt from a WWI aviation journal "Over The Front" about the first American night fighter squadron, the 185<sup>th</sup> Aero. Gotta love the unit insignia.....a bat outlined against the full moon. Read on to find out about an "interesting" handicap they had.

Of all the Pursuit Squadrons in the American Expeditionary Force in 1918, only one was designated for night missions. Based on an earlier British attempt, the American version was largely an experiment. While it operated for only a short period of time, and its successes are measured in small degrees, it must be pointed out that of all the single seat fighter duties a pilot could be assigned, night interceptor was the most hazardous. In my research into this unit's operational history, I was amazed at the conditions under which they were ordered to serve. One small hint of their burden was that all the Sopwith Camels equipping the unit had the 160 HP Gnome Monosoupape rotary engine, which consumed fuel at nearly twice the rate of other rotary engines used by the A.E.F. The fuel tanks were the same in all airframes, so the Gnome powered Camels could stay in the air only about half as long. As a pilot of the 185<sup>th</sup> Aero, you had about 60 minutes to get aloft, find your quarry, attack it, and then get back home before you ran out of fuel in the dark.



Flareage fabric from a SPAD XII showing the secret reason of the 185<sup>th</sup> Aero Squadron insignia. (John Toelke)

Scott E



**Kelly Martin after the Maiden Flight**



**First time start up**

**Pilot says " It was my mistake."**

While making an early morning flight in his modified WWII trainer, a "Super Stearman", Cliff Pemberton was making a landing attempt at an unfamiliar local airstrip when he misjudged his approach and landed off the runway in some high grass, causing the airplane to nose over onto the top wing. Walking away from the incident uninjured, Cliff assessed the damage to the airplane and said "It'll fly again." While there was major damage to the landing gear, the rest of the plane suffered little if any damage. Cliff said "I misjudged the wind and just let her drift off into the rough." He also stressed that looking over an unfamiliar airstrip is in your best interest, caution is the watchword, overconfidence can be the cause of accidents, so remember to concentrate on your surroundings and not take things for granted.....

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