



# The Insiders Edge

CCRCC

## PRESIDENT'S COCKPIT

I hope that everyone had a safe and happy holiday. The weather has turned cold and I am writing this article sitting in my patrol car and gazing at the first snowfall of the year. Way to cold to be flying, so I am concentrating on getting things done in the shop.

I was faced with a problem this month that has caused me a great deal of stress and frustration as your club President. I got a phone call from Brian Vance early one morning telling me that he had been at the field to meet with a student pilot and discovered that someone had vandalized the flying site by driving a vehicle out on the runway. Further, the vehicle that had caused this damage was still stuck in the mud up to its frame in the outer field. Wonderful news to receive when you have just arrived home from a tour of duty on the midnight shift!

I made telephone contact with the military staff at the site and was informed that they had just been made aware of the stuck vehicle and assumed it was a member of CCRCC. They were also not very pleased with the situation. I advised them that it *couldn't possibly* be a member of the club, as none of my members would ever think about driving across the runways, especially after several days of rain! Well, as it turned out, I had to eat a big piping hot serving of crow. Working with the Military Police and Prince Georges County Police we finally determined it was in fact a member of CCRCC. This member whose name I am electing not to publish at this time, apparently had an airplane go down and decided to drive directly across the main runway and out into the field opposite the flight line. Once there, his vehicle sunk to the doors in mud and became stuck. Now, to add insult to injury, this member then contacted some friends to try to help get his vehicle unstuck and *they drove directly across the main runway!!*

CCRCC spends the overwhelming majority of its treasury each year maintaining the runways at the flying site. Countless numbers of hours have been spent by Bob Perry, and Don Harder before him, making sure our runways are smooth and level. I cannot believe that a member would be so disrespectful to the rest of the club, to even consider driving across the runways in a full sized SUV.

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### Executive Staff:

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# PRESIDENT'S COCKPIT continued

Well, this gets even better. After the member removed his vehicle and your president, having to stand in front of Air Force staff completely embarrassed and unable to offer *even a bad explanation*, the treasurer sent me an E-Mail. In this E-Mail I was informed that the member in question had not renewed his dues for the 2005 membership year and at the time of this incident was not a current paid member and should not have been flying. To even further aggravate my blood pressure, this incident occurred on the very day that the Air Force had sent heavy equipment and materials to make improvements to the roadway leading to the flying site. Tearing up their real estate was a wonderful way of thanking them for their kindness!

Because of this incident, my primary Air Force contact for the Brandywine site has restricted our vehicle traffic to areas designated for vehicle use only, and CCRCC members will comply with request until further notice. The only exception to this restriction will be vehicles used in maintenance and upkeep of the flying site. (I was also made aware that some members have been driving their vehicles into the pit area to load or unload. **This practice will stop immediately**)

At the next membership meeting I will be dedicating some time to discuss this issue in much more detail and I will be asking the membership to take steps to ensure it does not happen again.

It is up to all members to protect our flying site and if any incident occurs that **in any way** impacts the club maintained area or **in any way** impacts the property, operation or even catches the attention of the U.S. Air Force staff at the site, I must be contacted and made aware of the circumstances. This also includes injuries of a serious nature to any person (member, visitor or spectator). I will be posting my phone number and E-Mail at the site shortly. If you are unable to contact me, an effort should be made to contact any member of the Executive Council or the Field Maintenance Chairman.

Now on to some better news!

The WRAM Show is approaching fast and we still have some tickets available if you want to go. The show is on Saturday 2/26/05 and tickets are \$48.00. See my wife Annie, at Doug's Hobby Shop to purchase your ticket.

Dave Indyke made a suggestion at the last membership meeting that I am excited about. Dave would like to put together a fun fly pylon race for the profile WW1 airplanes we all built. This should be a ton-o-fun and he is looking at dates in the spring. I have also extended an invitation to our friends at Pax Aero to jump in the fun.

Bob and Gail Perry are working hard on an IMAC contest for this year and so far they are full speed ahead. The date has been set for **May 7<sup>th</sup> and 8<sup>th</sup>** and it has been designated as the Charles County Aerobatic Havoc. Additional information can be obtained from Bob or Gail.

# VICE PRESIDENT'S RUNWAY

Greetings and welcome to a new year. Hope the holidays went well for everyone and Santa placed lots of hobby necessities under your tree! Notice I called them "necessities" and not stuff or even worse yet, toys. I don't know about you but I don't have "toys", I have specialized building equipment, miniature aircraft and assorted accessories. By using "professional" terms I can convince myself that my RC hobby is a method for me to learn valuable life skills. I'm not convinced my wife agrees.....she thinks they're toys.

The building contest is but a couple of months away. I trust everyone is getting their entry ready. Remember there is a category for everyone, including the ARF crowd. Since I consider myself a builder and not an assembler, entering an ARF into the building contest is very difficult for me, but...I will be entering one of my valuable life skill items that I received for Christmas. I have a new Ultra Stick 120 lite that will be on one of the tables in the contest, but I can't have the same ARF as everyone else, so my first step was to remove all of the covering. I must applaud Hanger 9 in their construction techniques. This plane was extremely well made. I have made a couple of modifications to the plane. The first was an enhancement of the firewall area so I would feel a bit better about mounting the Zenoah G-26 on the front; the second was an enhancement of the tail area where I installed the elevator and rudder servo. By moving these servos to the rear of the plane less dead weight will be necessary to balance out that G-26 (or so my theory goes). I also used fiberglass cloth on the wing joint to make sure this area was as strong as possible. Thanks to Rich Foch for the toilet paper technique. (For glassing, get your minds out of the gutter) In any event, I took an ARF, personalized it and made some modification and yet....it's still an ARF. It will be in the ARF category. My point is, ANYONE can enter the contest with your project. If I can find enough time between now and May, I should have a  $\frac{1}{4}$  scale 89 inch span PT-19 in the contest as well. This plane will have a Zenoah G-38 for power.

Last month I told you about my scale Hellcat project. I explained how I selected that particular plane and a bit of the research I conducted. I told you how I selected my plans and how I got started. After getting the plans and reading them over and over, a decision had to be made whether I was going to cut all of the pieces myself or obtain the parts from one of the many "kit cutters". There is a big market for kit cutters and I conducted a bit of research there as well. I called the plans designer (Jerry Bates) and he recommended Precision Cut Kits (Larry Katana) in New Jersey ([www.precisioncutkits.com](http://www.precisioncutkits.com)). He also recommended Bob Holman Plans ([www.bhplans.com](http://www.bhplans.com)) as a resource. Bob sells a "short kit" or just the ribs and formers. Larry sells a complete kit that includes the sheeting, stringers and even the laser cut aileron hinges. Make no mistake about it, a complete kit costs more than a short kit, but when I need something it is there in the box. I got my canopy and cowl from Bob Holman and he is a good resource for scale 5 views as well. So I have the plans and after a 14 week wait, a laser cut box of wood arrived. I studied the plans through the spring last year and construction began on June 1<sup>st</sup>. Because I still work full time at a real job, plus I am still taking evening classes through May, (woo hoo, I'll be done) I planned this construction project as a 2 year project.

# VICE PRESIDENT'S RUNWAY continued

My goal was to have major construction completed by August 15<sup>th</sup> 2005. I plan to begin fiber-glass work in August and then the painting begins. Hopefully, you'll see this project at the building contest 2006.

What is my point with this line of drive? Plan building a large scale plane is a lot of work. Sure I have built many planes over the years (the Hellcat is plane 37) but this is a much more involved project than anything I have ever attempted before. I don't have an instruction book telling me the step to take to make sure I get it right, so I have made many mistakes. Being a computer guy, I conduct a lot of research on the Internet. One of the places I frequent quite a bit is [www.rcscalebuilder.com](http://www.rcscalebuilder.com).

Mike Chilson started that site when he became disenchanted with other RC related internet sites. Folks I have to tell you, some of the finest builders in the country frequent those pages! The talent displayed by these guys is incredible. I have shared ideas with some of the finest in the business.

Just yesterday I was on line in the interactive chat session with Jerry Bates, the plans designer of my project. When you have a question, someone there will help you with it! I am progressing along with the construction of this plane and you can see my progress at [www.rcscale.net](http://www.rcscale.net). This is a website I devoted just to this construction project.

Till next month, be safe and get building! Let's have a great showing in May! Don't forget that the club special shelter assessment is due by March and the WRAM trip is rapidly approaching. Newsletters are again posted in the Newsletter section on the club web page ([www.charlescountyrca.org](http://www.charlescountyrca.org)).

## NOTE FROM THE TREASURER

Those of you that did not renew your membership January 5, 2005 will now have to pay a \$50.00 late fee in addition to the NEW due rate of \$50.00. You MUST have your 2005 AMA card or proof of payment to AMA. In addition, the one-time assessment of \$30.00 is due by the March 2005 Meeting. This will go into the building fund for a new sunshade at the field.

## ITEMS FOR SALE

### **1/5th Scale Pica Kit WACO**

Ready to fly with JR servos, JR receiver on channel 18, and OS 120 with pump. \$300.00 call 301-735-7426.

### **Ultra Stick Classic (Red/White)**

HiTec HS-625 Super Torque servos throughout, new Saito 180 engine, anodized control horns, and JR receiver on channel 52. \$600.00 call 301-943-1590.



**CCRCC**  
**3478 SOUR CHERRY COURT**  
**WALDORF, MD 20601**

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

**Meeting Wednesday February  
2nd, 7:30 pm Mattawoman Mid-**



**Mon-Thur 10am-6pm Fri 10am-8pm Sat 10am-6pm Sun 12pm-4pm**

**301-843-7774 metro or 301-932-9495 local**