

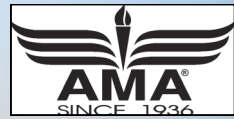


Raleigh-Durham Radio Control

Volume 19, Issue

OFFICIAL NEWSLETTER

2010



PRESIDENT'S PROP-WASH



Larry Lewis

Hello fellow members,

Like years before, this flying season seems to be going by so fast. Already we're half way through the year and the fly-in season is wide open. Unfortunately, Jacqui and I haven't made it to quite as many events as usual. We've been so busy with other family issues, and like many of you, life has us really busy these days. Mostly good stuff though!

As many of you know, both of my daughters graduated this year. Heather finished up at East Carolina and is entering the world of physical therapy, and the little Rachel graduated from Millbrook High School a couple of weeks ago. She'll begin her path of learning to become a pediatric nurse very soon. It's hard to believe my little girls are all grown and going out into the world. It seems so few years ago, Heather and Jay (Robert's son) were sitting out on the flying field benches, in diapers! I'm sure all of this is very familiar to many of you that have kids, but it's certainly new to us! Of course, we're very proud of both of them, and look forward to seeing them make their mark on the world in whatever paths they take.

On a very sad note.....

I'm sure most all of you know about our dear friend and flying buddy, **Jim Charbonneau**. After a very tough battle with leukemia, our dear friend passed away on June 9th, 2010. In the few years Jim was a member of our club, he made such a huge impression on so many of us. Jim didn't do anything half way, and he certainly carried himself that way in everything he did in RDRC. Jim devoted so much of his day to helping others in RDRC, both directly, and indirectly. And of course, all of us know how devoted he was to promoting the Fly for Tots event, and offering his help throughout the event. Jim had developed a personal relationship with Victory Junction, and I know they had as much admiration and respect for Jim as we did. Jim always got excited around FFT time, and was quick to offer his help to me when it was time to get things rolling. I hear his voice so clearly every day, "Just tell me what you need to do Larry Lewis" I always got a kick out of his way of talking to me, or when he answered the phone "LARRY LEWIS!!!" he would say. 'How the heck are ya? " Jim left so many of us with so many great memories. It's very rare that you meet someone as special as Jim, and I think we all were blessed to have known him. I know he will never be forgotten, and his name will be spoken among us many times in years to come. We miss you buddy..... God Speed to you.

Before I forget, I have received many phone calls from members asking if there will be a memorial service for Jim. I know Blair Price has passed this info on to many, but just in case you don't know, there WILL BE a SERVICE for Jim this coming weekend. I know most of us are thankful we will have the opportunity to pay our respects to such a good man, and tell his wife Betty how much he meant to us all. I can't think of a more proper place for us to be than at his service this week, so here is the info for that. I know Betty will be honored to have you attend.

Memorial Service will be held on June 26, 2010 from 2:00-6:00pm at Parker Reception Center at Cremation Society of the Carolinas, 2005 E. Millbrook Road, Raleigh NC.

Visit the club website at www.rd-rc.org

Of course, even though Jim was very sick, we know there is nothing he would want more from us than to FLY! And FLY WE HAVE in recent weeks. A couple of very notable events recently have been the First in Flight Jet Meet, and more recently, the Southern Pylon Racing Association Summer Shoot Out!

First things first. As most of you have heard, the Mid Atlantic Jet Rally was cancelled this year due to conflicts at the Fentress Naval Base in VA beach. For quite a while, Robert and I have been saying that NC needed a jet meet of its own. We have so many jet pilots, turbine and EDF, yet NO Jet Meet!!!! Well, when we heard that the Fentress meet was being cancelled, we knew it was time to get off our butts and get something going. After much discussion, and the addition of RDRC's Mike Hollowell jumping on board, a potential site was located. Actually, Mike had suggested we approach the City of Wilson to see if we could use the Wilson Industrial Air Center. So began the task of convincing them we could both hold an event there, AND not disrupt their normal operations of full scale aircraft traffic. Mike, Robert, and my self had several meetings over dinner, and also out at our field. After we put together a plan, Mike and I armed ourselves with lots of info concerning AMA, modeling, and jets in general. Mike made the necessary contacts and had us included on the monthly Wilson airport meeting with several city leaders. After presenting our plan and convincing them we could do it, they gave us the green light. Of course, we only had 8 weeks to get ALL of this put in to play and have the event. Without going into more detail, I'll just say WE DID IT!!!! That is, along with the help of several others who wanted to see this happen. We had members of RDRC, the Tar Heel Flyers, Wilson R/C, and amazingly, the City Of Wilson!!! We even got the local EAA in Wilson involved! We knew the Wilson airport was a great location to have the event, and it's so centrally located it made sense we could eventually get folks from all over the eastern coast and neighboring states to attend in the years to come. That's IF we did it right, and showed Wilson we could do it right. With it being a first time event, and restricted to jets only, we were hoping to have as many as 25 to 30 pilots. Almost immediately, we started getting commitments from pilots all along the eastern seaboard, to include Bob Violet himself!!!! Next thing you know, we have Eric Clapp of Jet Central, and others. It became evident very soon we were going to have a good turnout, and we had a TON of work to do to get these guys in the air. Enough of what we had to do. Let's talk about what happened! Not only did we have a jet meet. Not only did we get a good turn out, but we blew it out of the water! We had 70 registered pilots, from more than 10 states! We event had one pilot attend from our neighboring county Canada! Pilots came from south FLA, GA, SC, TENN, KY, NC, VA, MD, DC, Mass, NY, PA, NJ, and Canada! This was simply amazing with it being a first time event, and we only gave an 8 week notice! All of the pilots put on an awesome show, and the City of Wilson was blown away with what they saw. Everything went so well, and we even dodged the bad weather that was surrounding us daily. Everyone got to fly as much as they wanted, and even Robert, Mike, and I burned a few gallons of jet fuel during the event. Best news of all. The City Of Wilson says they would be thrilled to have us back again next year!!!!!! How awesome is that?????

Another cool thing that happened at the First in Flight Jet Rally. After a lot of talk, "Jacky Sacks" has FINALLY taken off. For those not in the know, Jacqui decided it was time to start that custom wing bag service we have been pushing her to do. These bags are absolutely beautiful!!!! Her plans are to do more custom type bags rather than the common Extras, or Yak type planes. Although, she will do those if requested. Her intentions are to provide high quality wings bags to pilots that can't normally find bags for their models. At First in Flight jet Rally, she made took measurements and made patterns for several jets. Including Bob Violet!! But the very first customer for Jacky Sacks was our very own Mark Lofgren!!! Mark had Jacqui fabricate a set of bags for his prized Space Walker, then for his Extra. Again, these bags are very high quality with a nice soft cotton inner liner material that won't scratch your wings. Maybe she will bring some examples to this months meeting to pass around.

What else have we been up to? Well,,, this past Saturday, Robert Vess, Joe Rafalowski, and I went pylon racing! Also participating were RDRC's Clyde Long, Marshall Sanderson, and Dustin Hedrick. Clyde and Marshall were flying, while Dustin called pylons for me. Dustin has never attended a pylon event, and had no idea what was required in calling prior to Saturday morning. After a little bit of pre-race instruction and a pilots meeting, that boy was On Da Money!!!! Dustin called for me all day, and I want to thank him publicly for it. I REALLY appreciate it buddy. You can call for me ANY day! On to the racing part. Two classes were being flown at this event. Quickie 25 and Club-40. Of course, club 40 is the class we fly the Raiders in. The very same Raider we are getting you guys to build in our club. These planes are so close in performance, and it makes racing them a ton of fun. We flew 5 heats in C-40, and HEATS is the right word here! It was HOT out there. Talk about close in performance. After 5 heats of racing, we had a 3 way tie for first place. So, placement was awarded by fast times. Basically, who flew the fastest single heat during the event. As usual!!!! Robert Vess bumped me out for first again! Lol I've been trying to beat that dude for 20 years!!! But in the end, I played Brides Maid again. He beat me out by 2 seconds!!!! Robert flew a 10 lap heat in 1:43 to my 1:45 !!! That's only one bad turn folks! It was that close of racing. Joe Rafalowski was right on me with a 1:47 I think it was. Regardless of where we all finished, ALL of us had a blast. In weeks to come, we plan on getting more of you Raider owners out there on the course. You'll have a blast!!! We'll tell you more about our journey at this weeks meeting.

OK,,,,,, here we go again!!!!!!!!!!!!!!

I know it's hot, and I know we all want cold drinks in the refrigerator on these hot days, but it looks like we are having problems getting folks to PAY for their drinks again. Jacqui loaded up the fridge two weeks ago with what SHOULD have been \$48 worth of income to the drink fund. What she collected was a mere \$23. What gives??????? Just for the record, the drink fund is not a profit making item. The little profit it does gain goes to VJ or the club itself. If everyone will think back a year or so, we said the whole drink thing was just before stopping if we couldn't get folks to pay. I know most people do, but it's very apparent we have members or guest just drinking up without paying anything at all. Not trying to be an ass here, but this has to stop NOW! Jacqui doesn't mind spending her time and gas picking up drinks for us, and stocking the fridge, but not if we are going to have folks just take them out without paying. Please folks, help get the word out. I guess the sign on the fridge door has lost its influence once again on some folks. I know I like having cold drinks there when I'm out there on a hot day. How about you????

Club Meeting!!! Its THIS WEEK folks. June has 5 Wednesdays this month, so the 4th Wednesday falls on the 23rd. I hope to see you all there. Also, we hope to see lots of Show and Tell items again. More folks have been doing this lately, and it certainly makes meeting more interesting to attend.

Larry





Minutes of RDRC meeting

By: Secretary Dave Hockaday

Minutes of the RDRC Meeting May 26th, 2010

- The meeting was called to order at 7:40 p.m. by Vice President Jason Jarvis.
 - Mark Wilkerson and Jeff Lucas introduced themselves as new members.
 - The minutes of the April meeting were read by Jason Jarvis. The minutes were passed as read.
 - The treasurers report was given by Dustin Hedrick. Dustin stated that we have total funds of \$8,792 and discussed recent club expenses of 517.50 including grass mowing, toilets and power
 - Jason Jarvis gave a membership report, stating that membership currently stands at 140, including 7 associate members, 6 family members and 1 student member.
 - A safety report was given by John Kiesler. With many new members present this was an excellent discussion of general practices related to safety and etiquette and became a significant portion of the meeting. John stated that there had been no serious safety related events, although there had been at least two incidences of inadvertent flying over the pits. Other topics included...
 - o Two unusual crashes involving planes flying on 72MHz, there was some speculation of interference.
 - o A power issue with a Hitec Aurora 9 radio experienced by one of our members. Other instances of this issue have been reported in various internet forums. Those flying Aurora 9's were advised to review this information and check for a cold solder joint in a power connection.
 - o The dangers of starting aircraft and flying alone. New members were advised that generally anyone at the field could be approached to assist with holding / starting aircraft and would be glad to help.
- Members reported that ventures in to the field and woods to retrieve aircraft were resulting in ticks, and everyone was advised to check themselves carefully when doing so.

Old Business

- The 2010 Joe Nall Fly In was reviewed by those who attended. Opinions of the event were generally positive, but it was noted that the new fee structure was confusing and expensive, and that even though attendance records were set, there seemed to be less actual flying this year.
 - The upcoming First in Flight Jet Rally was discussed, members were urged to attend the event and to volunteer if they were able.
- Members were reminded of upcoming Raider racing.

Internet Access at RDRC

High speed internet access is available at the RDRC field for those of you with laptops, iPhones, netbooks, and other wireless devices. We have installed a feed for our cameras and weather equipment, and included a wireless router for support of other wireless devices. Some of you had mentioned wanting to help support the internet feed for the field data streams in exchange for secure wireless access at the field. If any of you are interested in this, send an email to: wb4iuy@teara.org
If anyone wants to chip in, we'll pass along the rotating security codes to those who support the system.



New Business

- Members were reminded to lock the shed and pin board if they are the last to leave the field, these have been found unlocked a few times recently. The status of the club trainer was discussed. It was agreed to check out the trainer and perform any needed maintenance to have it available as needed.
 - Everyone was reminded to keep the Charbonneau family in our thoughts and prayers. It was reported that Jim seemed to be improving.
 - Non-paying and repeat “guest” flyers were discussed. Everyone was reminded of the policy to display your current membership card when flying. We agreed that we would discuss the issues with the offending pilots as needed.
 - Jason Jarvis discussed the length of time between paying membership dues and receiving membership cards, and apologized for delays.
 - EzTiger Models was discussed, and a possible invitation to demonstrate products / set up at Fly for Tots.
 - Community involvement ideas were discussed, some of the topics were...
 - o Earlier planning and more volunteers for Fly for Tots
 - o A Cub Scout pack day
 - o Mall Show(s)
 - o The field lease renewal is coming up. We discussed our intention to renew, and the possibility of updating the lease to include additional options / years.
 - o The meeting was adjourned at 8:39
- John and Ken Kiesler shared their Hobby-Lobby MIG 15 and Sabre electric ducted fan jets. They purchased these at Joe Nall, receiver ready for \$100 each. The regular price for these aircraft is only \$120, and they looked very impressive for such an affordable aircraft.



Safety Officers Report



Mark Lofgren

SAFETY FIRST...As of this writing there seems to be no one safety concern that warrants a collective slab on the wrist. A few aircraft have met their demise though, for a variety of usual reasons. Even a midair incident between a 3-D plane and a helicopter saw both aircraft survive wounded but not mortally. The collision occurred east of the flightline in the area the club requires that all hucking, hovering, zooming, and booming to occur. Good job on the location, but was the midair due to not flying "the pattern?" Only the two pilots know. One isn't talking, and the other is in a witness protection program. Your humble safety officer needs to pass along a learning experience that he is sure is not unique to him, but sure gave him a reality check. Building or assembling a new aircraft takes time and that time develops a familiarity that can lead to not seeing important details. He thought all control surfaces of a new plane were correctly set up in the transmitter, but RDRC's eagle-eyed president saw that the rudder input from the transmitter was reversed. Before maidenizing a plane or helo, have someone look it over for any problems that might elude the owner who is blurry-eyed from looking at the aircraft on the bench and may be too anxious to fly. Range check the aircraft not just for radio contact, but also for correct control surface movement. As always fly safely, courteously, keeping all body parts away from anything that spins, and with fail safe engaged.

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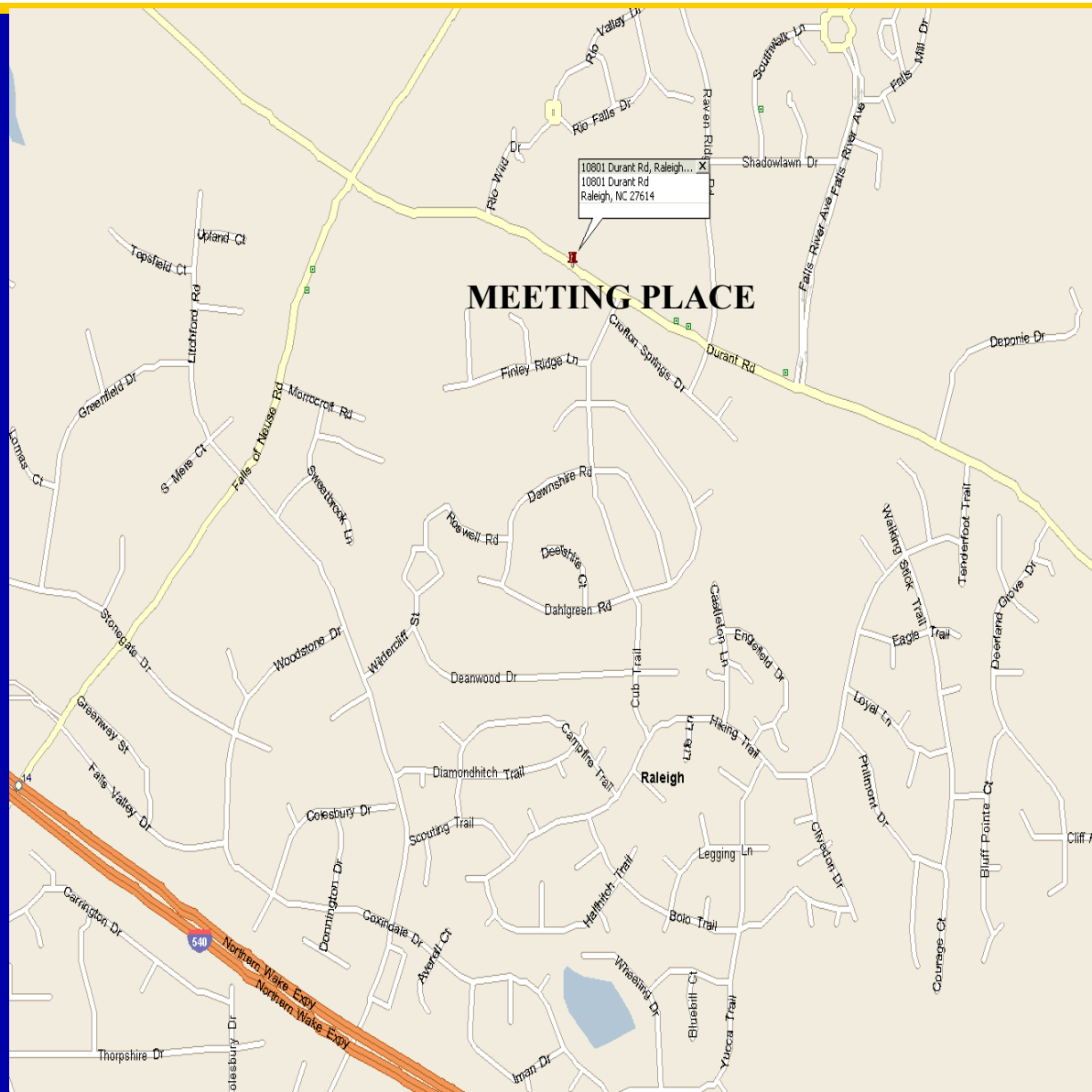
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Newsletter

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Submittals:

All club members are urged to submit material to be published in the newsletter. The material should be received by the second Saturday of each month. Text is easily submitted in the form of regular mail or e-mails sent to my address above, photos can be attachments in any format that your camera produces (or scanned photos).

Thoughts from the slipstream :

What a month June has been. Highs and lows all over the place. Jim was the first RDRC member to welcome myself and my family to the club when we visited in April 2006, and his friendly acceptance of us was one of the main reasons I joined the club. His tireless work for the good of the club, and his wholehearted support for FFT and the VJ camp were the outward show of his deep love of this hobby and his love of people, no matter who they were or where they came from. I know that we have lost someone very special and that we will miss him for a long time to come. My family will be keeping Betty and all of Jim's family and friends in our prayers, and I would ask you all to do the same, if you will.









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