

# THE WRIGHT STUFF

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## IT'S THE NEW YEAR!

Welcome to the new year! It's 2006 and another year for the Gaston RC Flyer's to grow!

Some things we're hoping to do this year would be to host a couple fun fly's, lengthen the runway by 200' or even 400'. Perhaps with the bulk of the addition going to the "right" end of the runway, I think that's South. We're also talking with the county about bring electricity and water to the field. This will be welcome! We're also going to host the 6th annual Vernon Haynes Fly-In. We'd also like to see a couple more fun fly's or some event perhaps in the summer. Something like an electric fly-in, or experimental / unique designed aircraft. Just another even to bring more finances into the club.

So your ideas are welcome! If we work together, we can bring growth to the club.

In the December 3rd meeting all of our current officers were

re-elected. Congratulations and thanks to them for the fine job they're doing. We're looking forward to an exciting 2006.



### Club Officers

**President / Editor:**

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**Vice President:**

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**Secretary / Treasurer:**

Mitchell Robinson  
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**Field Marshall / Safety Officer**

Tam Splawn  
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## RECENT HAPPENINGS

Well, the Allen brothers have completed and flown the Taylor Craft! Man, it's a good looking airplane

There have been many new pilots in training! Rodger, Dana, and James. Congrats gentlemen and keep up the good work!

Gerry Davis III is also progressing nicely! He and his

dad can be seen at the field flying the LT-40 and shooting some landing approaches.

Tam is getting around nicely on his new knee! Congrats Tam and we're wishing you even more success!

January 1st was a beautiful day that

flying field. The 1st day of the year brought with it clear skies and temps in the 60's,





The Taylor Craft!



Roger Nix with his Eagle 2



Dana Bryant with his LT-40

## PRESIDENT'S CORNER

I certainly hope that everyone had a wonderful Holiday season. I want to thank David and Karen Powers for hosting our December club meeting at their home. Lee and Kyle Allen should be congratulated on their completion and maiden flight of the Big! T-craft. We need to put our heads together and focus on two main items 1- Increased club members and 2- Increase club participation. The increased club participation

will greatly aid or ease the hosting of fly-in's to generate the much-needed revenue to carry the club throughout the year. I am anxious to see what Santa brought everyone to fly this spring.

Happy and Safe Flying

David Mays



## GUESS WHO

Photograph of a "famous" RC flyer after a recent flying session at the South Pole.

Guess who it is



### Hints:

Been a life-long modeler. First model was a Stromberg kit of a Piper Cub on floats. This was in 1946 so the kit was solid wood, not plastic and had a wingspan of about 8 inches. Later on built a DC3 by Stromberg. Also built a Tug Boat about 12 inches long that had a machine carved hull and paper (card stock) superstructure.

Discovered Air Trails magazine in 1949 along with Comet, Berkely and Speedy-built rubber band powered free flight kits. Built the Fokker DR VII, Piper Cub, P51

and several others, including the USS Missouri (ship) by Sterling (all wood, no plastic yet).

1951, discovered Jasco and built the Thermic 50 glider and started scratch building boats. Also got into HO model trains.

1954. Built first Radio control model boat. Scratch built, plank on frame, 32" long. Radio was a kit that I was unable to make work but the boats was a great free runner. Built several more boat models up through High School.

Joined the Navy in 1957. First Radio control plane was a Jasco kit of a piper cub (\$11.00 kit) with 72" wingspan and a Veco 19 engine with a throttle. I test ran the engine one day up on the O1 level mounted in a LARGE vise used by the ship-fitters. There was a 50 knot wind coming across the star-board bow (we were in the North Atlantic), I trained it into the wind, cranked it up and you should have seen how that engine ran!!! The radio, I think it was a Citizenship, operated one escapement with right, left and,

if you were good enough, a third position switch that would drive a motor to change the throttle. We were leaving for a med cruise so I sold it to a shipmate who was getting out.

First radio control model with servos was a Pronto with an Enya 19. It was a good trainer. The really neat thing you could do with it was get it up 9 thumbs high, 'stir the stick' and watch it tumble. It wore out before I soloed. I did that on a scratch built Sterling Fledgling, the kit fledgling wore out to. Come to think of it I've had 3 Kaos 40's, a plans built Hal Debolt sport aerobatic plane and a Playboy Senior wear out to.

Presently I'm building a scratch build plane to launch a Bird Of Time glider. If the garage hadn't caught on fire a while back I would be a lot further along.

So who am I?

