

THE WRIGHT STUFF

www.gastonrcflyers.org

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Club Officers

President / Editor:

David J. Mays
704-735-3347

Vice President:

Steve Quinn
704-866-8942

Secretary / Treasurer:

Mitchell Robinson
704-865-2926

Field Marshall / Safety Officer

Tam Splawn
704-629-3518

TGIC! - THANK GOD IT'S COOLER!

Whew! That was a hot summer! But it looks like we still have some warm days ahead of us, but at least the stifling heat seems to have abated. But it seems along with that comes some windy conditions. The last few weeks out at the field have proven to be a bit on the breezy side. Still to come will be those chilly days in the fall, and even some down right cold days as we move into winter. We are fortunate though to have pretty good flying weather all year round. That crisp cool air sure help the airplanes run better. The more dense air causes props to bite harder, the cooler air helps keep our engines cooler, and usually, it's just down right nice with cloudless deep blue skies to bore holes into. I for one am

looking forward to it. My cooler will be replaced with my thermos, bearing my hot beverage of choice! Ah but that's just dreaming for the moment. For now, we're having those nice mild low 80's days and a nice breeze! Cou-

ple all that with the smell of nitro in the air and we're having a great day! Below is one of those days from 2004, just after I got back into flying! Here, Lee Allen provides me with some confidence boosting!



SEVEN WEEKS AND COUNTING! 5TH ANNUAL VERNON HAYNES OLD TIMERS FLY-IN

That's right! The first weekend of November marks our 5th annual old timers fly in! We're listed with the AMA this year, so we could see a marked increase in attendance. So finish up your builds, or dust off your planes and bring them out to fly.

Don't forget that this year is special because we'll be raf-

fling off a completed, ready to fly Quaker! That's right, a scratch built Quaker, a Futaba 4 channel SkySport radio, and a Saito .50 four stroke engine. We'll even provide the first tank of fuel! See Kyle or Lee Allen to purchase your raffle ticket for just \$10.00.



E-mail Addresses

If you have an email address, please make sure John Bloom gets it. We send out the monthly newsletter to all who have an email address, as well as any special announcements of up coming events and such. So make sure you get that to him.

Don't forget, October will see 2 club meetings as we come into final preparations for the Vernon Haynes Old Timer's Fly In. The extra meeting will be on the 15th, and our usual meeting on the 29th. We'll see you there!



AMA Members Helping Members (reprinted from www.modelaircraft.org)

As the tragic events along the Gulf Coast unfold, it has become painfully apparent that the number of fellow Americans in need of help from damages from Hurricane Katrina is enormous. It is not unreasonable to estimate that there will be half a million or more homeless Americans for more months to come.

Among them, unfortunately, are an unknown number of AMA members. Based on the information at hand, we at AMA estimate that as many as 1,500 members could be in dire need of help. These are areas in which the U.S. Postal Service has suspended service because its facilities have been severely damaged or even obliterated by the storm. While many Federal and State agencies are doing all that they can, the magnitude of this disaster means that we all need to do our part.

AMA is establishing a program

to try to help those members in need by matching them with someone who can help. If you're in a position to provide temporary shelter, assist with transportation needs, or just help a fellow modeler find his or her way back to a normal life, call our toll-free Hurricane Katrina Modeler Assistance Hotline at (866) 286-3302. Our staff will take your name and some key information and try to match you with someone in need.

Many of us have an extra room, perhaps a spare car, or some other piece of equipment that's sitting around and could be put to good use during this time of unbelievable tragedy. I have volunteered space in my own home to assist this effort and I hope many of you will consider doing the same.

You can also register by using this URL; <http://www.modelaircraft.org/katrina/?section=register>

www.modelaircraft.org/katrina/?section=register and completing a simple form. That's all it takes. It's only a simple telephone call or Web site registration, yet that simple act can have a dramatic impact on someone's life during this critical period.

RECENT HAPPENINGS

Probably the top story for our club's recent happenings is the demise of Kyle Allen's big yellow Cub. While making a low pass over the runway, the left wing departed the aircraft. We all express our sympathy for his loss. It was a beautiful aircraft.

Again with the Allen brothers, they showed up on the 18th of September to mow the tall grass around the field. It's looking real nice! We certainly appreciate their efforts in helping keep our flying site looking nice.

Gerry Davis Jr. has returned to the field with a new 42%

Cap. The maiden flight looked pretty good, though Gerry stated it was tail heavy. Powered by a DA-150 engine, it takes to the skies with authority! Nice plane Gerry! Steve Quinn launched his glider into a monster thermal. Shortly after the engine quit, his 2 meter Sig Riser had risen to heights never seen before. But Steve quickly found that he couldn't see the glider either. Breaking out the binoculars we tried to help him bring the glider back down. John Bloom was able to see the plane and took control of the radio. After some struggling, he was able

to bring the glider down. At our estimate, that glider had reached heights of about 3500 feet.

Coming up on the 4th of October Tam Splawn will be going in for knee replacement surgery. We certainly wish him the best and a speedy recovery.

FIND THAT THERMAL AND STAY WITH IT—

BY ED GRANGER, SACRAMENTO SOARING SOCIETY



A thermal is basically rising air. To take advantage of this knowledge, you first need to have an airplane that flies reasonably well “hands off.”

Good thermal recognition requires you to detect the slightest rise or fall in your Sailplane. Many thermals are missed because pilots go too heavy on the stick in search of a thermal. Airplanes with a tendency to fly in a shallow left or right bank also make thermal recognition more difficult.

I'm not talking about the ability to find a boomer thermal—anyone can find the boomers. I am talking about the ability to catch the slightest whiff of one. This can often be the difference between first and third place in competition.

Thermals are easier to work with if you work them upwind. I have seen airplanes do several things when they encounter a thermal but will only mention a few of the important ones. A big thermal needs no explanation. Even if you're a new pilot, believe me, you'll know when you're in one.

- Watch the horizontal stabilizer. It rises when encountering a thermal, more so than the wing, and especially in weak or edge thermals.

- Watch the wing tips. They often will bobble. The airplane goes through a series of rapid, but small, left and right roll gyrations.

- Watch for an unexplained turn. Often a thermal will seem to pull an aircraft toward it. This is further

evidence of the rotating nature of a thermal.

So when do you launch?

Don't launch when the wind is picking up. You probably just missed a thermal. Wait until the wind subsides a little and let the airplane go.

Be observant to subtle changes in air temperature. Sometimes, you'll notice a puff of cool air. This is thermal wind. When or if you feel a cool puff, launch the airplane. Be patient. I have a tendency to release my airplane as soon as possible, especially when using a hi-start. If you can, wait a minute, it can really pay off.

Look down field. If you're lucky, your field has trees at the far end. Optimally, a thermal will generate upwind of you (those that generate downwind are useless). The trees often will swirl. Straight-line wind is one thing, but when the trees swirl or move haphazardly, they are probably in the midst of a thermal. If that's the case, launch your airplane.

Recognition, entry, and establishment should take about 30 seconds to one minute depending on thermal strength.

Entry

Entering a thermal is a multi-stage event. The early stages must be smooth and controlled. Once you establish the strength of the thermal, you can begin to work it.

This maneuver will look like a figure eight. You will also make efficient use of time and energy. Your first entry

into a thermal should be smooth with the wings banked no more than 30°.

Here's what you do.

Turn left and begin a nice large arc. If the airplane does not climb, one of two things has occurred: You missed it entirely or it's on the other side. Continue your turn, straighten it out after 270 degrees and begin a right turn.

The 270 degrees is important. If you complete the turn and then initiate the right turn, the thermal has probably blown past your airplane and is now behind it. This basic pattern is based on a wind of roughly 7-12 mph.

Escape

Sometimes, no matter how hard you try, you will have to escape a thermal. Don't panic and don't sweat it. Some veteran pilots feel that escaping from a dead thermal is more important than finding one.

Here's what you do.

Decide when to get out. This is subjective. I've seen thermal recovery from as little as 20 feet off the ground. Turn the airplane into the wind and fly hands off, as though you were starting from the launch release. I determine a thermal is dead when I cannot gain altitude and have been losing it steadily for 30 seconds. Your mileage may vary.

There is no substitute for practice. Most Sailplane pilots require two to four seasons before they master these techniques. Don't get discouraged. I jokingly called this sport "The Hiking and Sailing Club." You do a lot of walking.



THE PRESIDENT'S CORNER

Hello Everyone, I bet everyone is ready for the cooler temperatures and better flying weather. On November 5th we have our largest fly-in coming. This is the 5th annual Old-timers. We need volunteers to control the impound, safety monitors, distribute the ordered lunches, etc. On the next meeting we will need to finalize all plans. We need ideas on possible events to take place for the fly-in. The events should not tie up the flying field in case those that don't want to participate can still fly. As usual I appreciate everyone's efforts in main-

taining a pleasant flying area for our members and visitors. One last note, it has been brought to my attention that we should purchase club t-shirts and hats. I need to know if we want to continue with the original design or do we want to change. This will also be settled on the next meeting. We will need pre-order commitments for all those interested.

Best Regards to everyone

David J Mays



SPOTLIGHT ON JOHN BLOOM

Ok, I'll be the one to take the plunge on this 2nd Spotlight feature. I became a member of this club in October of 2004, so a one year anniversary spotlight might be ok.

How did you get your start in Radio Control Flying? I saw the planes flying one day while I drove down the highway in Myrtle Beach, SC. I stopped and ended up watching all day long. A club member offered to sell me a Sterling Models "Fledgling". I just needed to get a radio. After joining the club and AMA, I bought the radio and the rest is history!

People would be surprised to know that I... Am a moderately good guitarist.

The 3 people, alive or not, I would select to have dinner with would be? My father (passed away July 2001), Jeff Probst the host of Survivor, I bet he's got great stories!, and of course my wife.

What is your idea of a perfect day off? Being at the flying field with 30 other pilots having a ball!

Last smart thing you did? Put a Gazebo on my patio. I enjoy watching the rabbits, birds and squirrels from there, not to mention the occasional nap.

Last foolish thing you did? Not really the last, but so far the most entertaining. In 1997, while working at Honeywell, I lost my lunch bag. I checked everywhere but only found the half eaten apple I'd had inside. Furious, I wrote a scathing email to EVERYONE at the plant. How could you just take my lunch bag, AND eat my apple. I was angry even as I drove home that day. Once home, there on the half wall by the door, was my lunch bag, that I'd forgotten to take to work that day. The next day I sent an email to everyone again. This ones subject line read; "Crow Anyone?" Who'd have thought someone else would have brought an apple in with their lunch.

Favorite Songs? I'm a big Beatles fan, but I also like Creed, Nickelback and Puddle of Mudd, and my all time favorite Jimi Hendrix.

Favorite Restaurant? At best it's a once a year visit, but Morton's has to be it!

Dream Vacation? 14 Days on a cruise ship with \$15,000.00 to spend

Last Book Read? The DaVinci Code

Of What Achievement are you most Proud? Despite being a scholastically disinterested grade school student, and with an intellectually impaired high school experience, and the urge to jump over stuff on my motorcycle, I have achieved a mark of success with my work life and my home life that eludes many. I have a nice new home, that for the most part is peaceful. While it isn't a world renowned anything, I have my humble slice of the American dream.

