



Plane Talk

April 2016

Weeks 2 & 4 are our flying weeks,
Weeks 1 & 3 belong to the carters.

AMA Chapter 385, Jackson, Mississippi
Visit us on the web at: www.CCRCC.org

Club Officers

President: Bobby Day
Vice President: Lynn Roberts
Secretary: Kirk Sansom
Treasure: Bobby Folsom
Member at Large: D. J. Powell
Safety Coordinator: Paul Koiner
Newsletter Editor: Wayne Squires
Webmaster: Kirk Sansom



Club Meetings



We meet at 7:00 PM, on the fourth Monday of each month, at the food court in the Mississippi Outlet Mall **OR** at the field on the fourth Saturday, depending on weather. Prior to each meeting an email will be sent out to announce the meeting place. Visitors are ALWAYS welcome.

Welcome

Spectators and friends are welcome to visit us at Hinkle Field located in Buddy Butts Park on North McRaven Road, Jackson. From I-20 west, take the Springridge Road (Exit 36) south 1½ miles to North McRaven Road, and then go east ¼ mile to park entrance. A current AMA license is required to fly at Hinkle Field. Also please be aware that some channels have experienced interference. Do not use channels 16, 17, 21, or 44 at Hinkle Field. No known problems have been reported with spread spectrum (2.4GHz).

March Club Minutes –Kirk Sansom



Attendance:

Bobby Day - Club President
 Paul Koiner - Safety Coordinator
 James Robinson - Contest Director, Assistant Treasurer

Wayne Squires - Newsletter Editor
 Kirk Sansom - Secretary

Members: Jerry Bowen, Charles Williams, Ricky Hinton, Cody Hinton, Fred Johnson, Dave Huff, James Barefield

Financial report - we have \$3327.63 in the account.

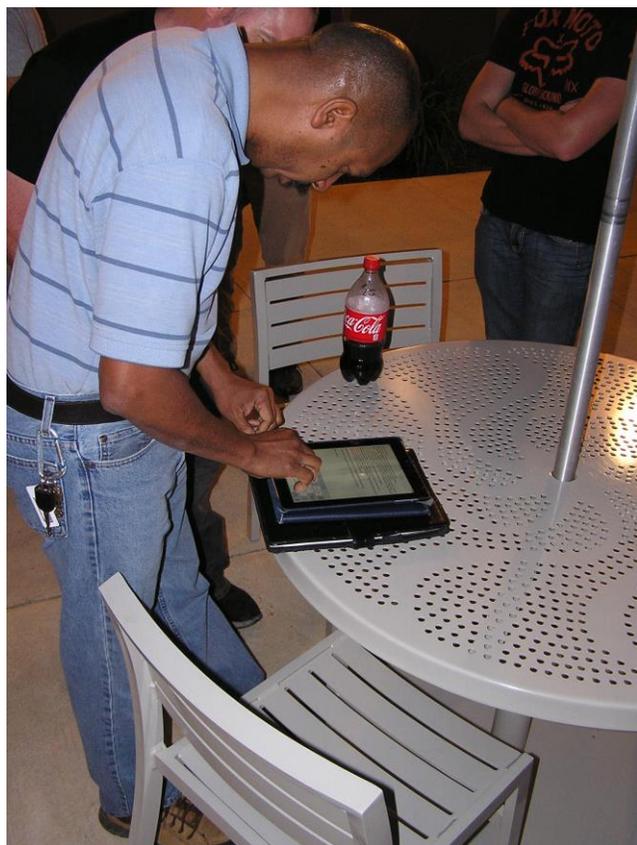
Membership - we currently have 32 paid members - (not including HCC members proposed by Denis Lott)

Mowing - we're still waiting for rains to stop but we need it done before the April fly-in.

Sink hole in front of the hanger - was discussed but no action taken at this time.

Field maintenance - we will discuss establishing a work crew to help with field maintenance at next meeting.

Magnolia Classic - James Robinson will manage the events; we'll discuss other details (food, tickets, etc.) at next meeting which will take place before the fly-in.



Secretary Kirk Sansom at Work

Secretary - Wayne has requested Kirk to resume the duties of the club secretary while he continues editing the newsletter. It was presented and unanimously voted for Kirk Sansom to be club secretary for the remainder of 2016.

Member Roster/email list - the email list needs to include only current members. Bobby Day will send Kirk the member roster and Kirk will share the list of emails with members to insure current

members are getting the emails. Ricky Hinton indicated that he was not receiving any emails from the group.

Facebook page - Kirk has made access to the CCRCC Facebook page available for Juan Hernandez to manage.

PayPal - It was suggested that the club utilize PayPal for receiving payments online instead of having to mail checks because several officers and members confirmed issues with the post office not delivering the checks to Bobby Folsom's address. James Robinson says he has the ability to deposit checks to the club's bank account and would be willing to accept checks from members. Several members felt it was not necessary to setup a PayPal account for the club after Kirk explained some of the pros and cons of setting up and maintaining the account for a non-profit organization. It was voted not to setup PayPal account for the club and for those who prefer to send their renewal checks to James Robinson instead. James will provide his mailing address to members.

FAA Requirements Sign - The Natchez Trace Bandits have a sign that informs fliers of the FAA requirement before flying. Kirk suggested posting a sign like theirs.

It was discussed that only flying members have FAA registration. Wayne will look at application form to include a statement about non flying members not having to have an FAA registration to be voting members.

It was voted and unanimously approved to post the sign as discussed. Kirk and Bobby Day will work on a sign and Kirk will post it upon completion.

Member stickers - A question was asked about getting the CCRCC stickers that Bobby Folsom used to send. It was mentioned that we voted previously not to do the stickers anymore.

Porta Potty location - A question was raised about moving the Porta Potty because the service truck got stuck in the mud. It was discussed and decided to leave it as is because there was no better place to put it than where it is now.

Meet the Members Columns

Each month I would like to publish a short biography on one of our members. Some members only fly on weekends, some fly during the week, some fly only on Saturday and yep, some only fly on Sunday. Consequently there are many of us who never meet all the members of our club.

This column will only work if you (the members) send me short autobiographies. Thanks in advance for your help. -Wayne

Meet Bobby Day, Our Featured Pilot for April



Bobby's Wingless Flight on Big M, a German Maico.

I remember as a little kid running around in my Dad's diesel shop getting greasy and into everything. Some of the mechanics working there were building and flying control line planes. As a kid of about ten I never

knew they existed much less flew. So when I went to watch them fly their model airplanes and saw that they really flew and had motors that actually ran and made noise--well I was really impressed. With a little financial help from my Mother (ok a lot of help) I was able to purchase a kit and .049 motor. I used nylon fishing line for control lines and a piece of chair rail for a handle. Well, when I finally got the thing built and was ready to fly and I realized I had no experience or anyone to help me. So after a number of attempts and crashes I was finally airborne and going in circles so fast that I soon became dizzy and it was all I could do to keep from falling down. Eventually it ran out of fuel and I was able to get it to the ground without much damage. The next time I flew it, I installed longer control lines. This slowed the spin down but the little .049 could not get up enough speed to keep itself in the air without trying to come into me on the upwind leg. Well back to the hobby store and a .074 that proved to have plenty of power and speed but was so much faster that I was getting dizzy again.

Well, so much for control lines because I soon discovered CARS. Wow I learned how to drive--cars with motors and Hot Rods that go fast and dirt track racing. I really got into the racing scene but alas, my Mother put her foot down and I was not to set foot into a dirt track car. Oh well, she did not say anything about drag racing so off I went with my 1953 Oldsmobile coupe with a hopped up 1959 400 cubic motor in it that turned the quarter in about fifteen seconds without slicks. I know that's not a record, but quite a feat for a MOSTLY stock car. I really loved my OLDS.

Then, after a number of years, I discovered of all things that cars have too many wheels and that two wheels are much better than four. Yes, Motorcycles with motors and race bikes that go fast and Motocross Racing. My Mother had forbidden me to get into a dirt track race car or ride a motorcycle. Well, since I was still living at home and making my own money I decided to buy my first motorcycle. It was a good bike but not sporty enough so next came a second one--a Honda 250 Scrambler. But after a couple of years of riding it back and forth to work in all kinds of weather I took a job in New Orleans and had to sell my bike. Later, after I had moved back to Jackson and was married and settled in, the motorcycle bug bit again--this time it was the racing bug. Fifteen years and who knows how many motorcycles and miles to and from races all over the Southern states, including Florida, I decided to give up motorcycles and moved into Bicycles--sounds like I'm going downhill doesn't it? I really loved my bicycles and was riding to the tune of about 4000 to 5000 miles a year until an ankle problem forced me to quit. This really hurt big time because I

was addicted to riding. When you have regimented your body to a routine of workouts and have it toughened up to the point that 100 mile rides don't bother you, I found out what withdrawal was all about--like part of me was cut off...I had to get into something else to occupy my mind and this is where my excursion with the control line planes came in because they were always in the back of my mind and by now radio control planes were quite reliable.

Well by now its 1988, yeah I know I skipped a whole lot about me, and I had always told my wife that when I got too old to race bikes and was ready to settle down to a sedentary life that instead of golf it would be RC airplanes. Well this was alright with her but she told me not to expect her to be there to hold my hand because she had accompanied me on all of my racing trips—hot, dusty, cold and rainy--it didn't matter, we raced and went to the next one and she was right there--hospital and all. How fortunate to have such a dedicated wife.



Anyone want my opinion of Telemasters?

Enter my first airplane kit--a Telemaster 40 with a Fox motor. Why I want you to know, as I was told these Telemasters are so easy to fly that they would fly by themselves and learning to fly one would be so easy that anyone could do it blindfolded.....So who believes that? (This does not include how easy Fox motors are to get to run properly.) Well, I did-- that is, until I got my hands on the transmitter for the first time and boy was I ever surprised. This is not easy I said to my instructor as I complained about the difficulty I was encountering. Well, as it turned out my plane was very tail heavy and every time I tried to make a turn it wanted to go into a spin. Also, along with a problem of the control rods had come loose inside the fuse and were giving me another control problem. But by this time quite a number of months had passed by and I still had not learned to fly or solo and was getting very frustrated but would not give up. I hate Telemasters to this day. After I got help from some very good people at CCRCC and got my plane doing what it was supposed to do I soon was able to solo. With this behind me I started to move up to sportier planes.



They never said that I had to learn to land.

I had most of the usual intermediate planes and had my skills honed fairly well, I got the bug for a twin and after studying about twins I came across a configuration that I just could not pass up--guess what it was..... Give up a push/pull canard--how could anybody have not guessed that? This particular configuration, now made famous by the Rutan brothers, was irresistible, so with plans in hand I proceeded to build my first canard. Not really knowing what I was doing, did the Wright brothers? I finished it

up and had it flying in no time, and was well pleased with the results. You know the reason why I've hung on to these planes is because they fly so well--they make the pilot look really good, plus I just love them.

Flying is still fun to me but I always say that too much of a good thing is not good. One should always keep things in perspective no matter what you endeavor to do--in other words, if you do it too much, it loses its appeal. Use common sense in all that you do and don't let things get out of control.



Poor Man's Jet

In RC you must keep upping your skill goals to keep it fun and interesting. You get out of something what you put into it. Learn to appreciate your abilities and enjoy the company of those around you because one of the best parts of this sport is the camaraderie. Remember someone helped you learn to fly so always be willing and ready to help others.

Editor's Note: Since this story was first published Bobby has moved into the larger airplanes with gasoline powered engines. He has served as Vice President for CCRCC and is presently the head honcho, Mr. President.

The Crowd Pleasers



Which of us have not provided entertainment to the non-modeling public by unselfishly demonstrating one or more of the proper methods to re-kit a model?

Dead Red Ugly Stick

The ever popular aileron roll into the ground during takeoff was performed by Bobby Day using his new bright red stick. It is presently undergoing a fuselage and tail transplant. The prognosis for a return to the sky looks pretty good.

Aircraft Suicide in Flight

Ricky Hinton had no idea as to the depth of depression his plane was in until it simply fell apart in flight. This was followed by a Monokote confetti display. It looks as if the engine survived.

Airplane Bones in the Trash Can

Ricky Hinton's plane from the swap meet is dead. I don't know what happened, but it must have been horrible. Broken wings, smashed fuselage, and balsa fragments.

An Unexpected Wind Gust



It was an ill wind that blew Wayne Squires' Pulse 120 off the table breaking the fuselage into at the leading edge of the wing along with breaking a servo and a wing pin.

Memory Lane, Updated from December 2005

The Tough Ones

-By Wayne Squires

We all realize just how important the late Oscar Tissue and Max Huff have been to CCRCC, but did you ever think about them as being 2 of the toughest members we have?

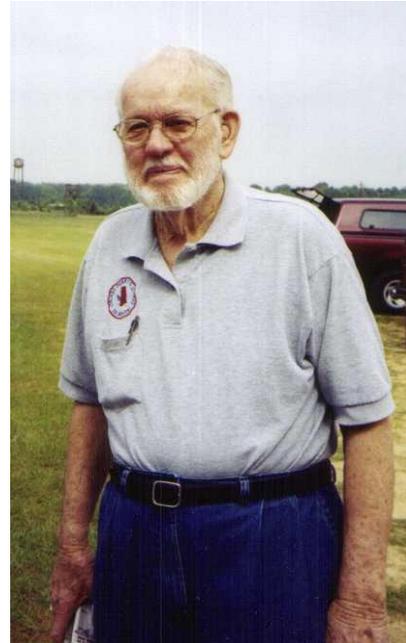
In a 2005 phone conversation with Phillip Knight, he described in great length how impressed he was when as he watched Oscar and Max braving the bitter cold to prepare a plane for flight. This started me thinking about many other aspects that makes a man tough.

What are the basic building blocks of tough-men?

- **Dependability:** How many meeting have you attended when Oscar and Max were not present? Have you ever been to a CCRCC or MMRC fly-in when they were not there?
- **Support:** When the monthly meeting is on a cold rainy night and all the whooshes stay home, Max and Oscar are there.
- **Conviction:** On rare occasions, off-beat suggestions for the club's direction are raised during a meeting. Neither of these fellows shies away from clearly expressing their heartfelt convictions on matters that may adversely affect the club.
- **Wisdom:** A key ingredient of wisdom is learning something new each time you go around the sun. Not only have Oscar and Max been around the sun many times, they started off as members of our nation's greatest generation.
- **Generosity:** If you removed everything from Hinkle field that were directly from Max's and Oscar' hard work, you would not recognize the place. Just recently Max provided a topology map free of charge, and Oscar donated the club's first frequency scanner.
- **Friendly:** When I first arrived in Mississippi and knew no one, I decided to visit the local RC club's fly-in (Magnolia Classic). To be honest, I expected to receive the same cold shoulder and rudeness I was accustomed to in California. To my great surprise, Oscar came over to where I was sitting and started talking. He made me feel as if I had been a member of CCRCC of decades. In fact, we spent most of the morning talking like a couple of old friends. I actually

counted the days until the next meeting so that I could join. If we all were as tough as these 2 birds, CCRCC would have to find a **MUCH** larger meeting place.

Of course I know there are many members who have selfishly given of themselves to CCRCC, but I just could not fail to reflect upon the wonderful conversation Phillip and I had last night discussing just how valuable these fellows are to the club. It is a good thing to stop and really appreciate the treasures of CCRCC.



Max Huff



The Late Oscar Tissue