

DOWNWIND

JUNE, JULY, AUGUST & Then Some Fly While You Still Have Your Wings



Welcome to the Hobby of Radio Control model airplanes. If you love airplanes, this hobby is for you. There is nothing as thrilling as flying your model below a giant, white, cumulous cloud, on a background of sky blue. The Collier Fun Flyers fly every Monday, Wednesday, and Saturday at the Collier County Fairgrounds. The flying field is located 12 miles east of I-75 East side of Immokalee Road. Meetings are the first Tuesday of every month at the Naples Airport in the pilot's hanger. Third Tuesday is Ladies Night Out. Those who have just joined our club are invited to attend Ladies Night Out and bring your sweethearts. On every 3rd Saturday is Gourmet Bratwurst day at the airpark. Juicy brats cooked to perfection. Come out and watch us fly, try your hand at flying; with an instructor, of course, and have a brat. Many of our flyers are veterans who served their time in WWII, Korean War, and Viet Nam. Most of our pilots were introduced to model airplanes when they were young and have never lost that thrill of seeing their plane leave the ground and return. We are a group of big kids living the dream and some touching into those feelings of long ago. We continue to fly while we still have our wings.

SEARCHING FOR A FLYING FIELD

The CFF model airplane club of Collier County is searching for a future flying field for their model airplanes. This hobby is of great interest to the all ages and especially youth and retired veterans. The CFF continue to encourage and teach people of all ages to build and fly model airplanes. However, our present flying field is being surrounded by new homes and a swiftly changing environment. We must find a few acres of flat dry land, clear of trees, ideally surrounded by open pasture, and few miles from civilization would be perfect. Here we would develop a beautiful grass field that is totally environmentally acceptable. We would plant grass for a small runway and maintain it. It's a fact that many of the United States finest pilots, astronauts, Senators, Congressmen, and Presidents, were introduced

to flying at an early age through the hobby of building and flying model airplanes. If you can assist us in finding a field please call Walt Barnes 597-4606, Tony Gattone 254-1099, Bill Neugent 594-2879, Warren Ray 566-3433.

JUNE meeting opened at 7:30 P.M. with 13 members present. It was nice to see Jeff Stivers. Tony Gattone read the minutes of the May meeting. Bill Neugent read the treasurer's report and both were accepted as read.

Lem introduced his brother-in-law Bill to the club and everyone made him feel at home.

OLD BUSINESS: The County is not interested in extending the fence to the burm. For those of you who did not know, people are driving around the fence.

Port-a-Potty has not been serviced for three weeks. Bill Neugent will call and have it serviced.

Bonita Flying Club: Scott Douglas from the Bonita Club visited us at the field and showed a great interest in joining our club. He is a helicopter flyer.

NEW BUSINESS: Walt Barnes reported the sewage treatment plant will not begin any building activity for another seven months.

Ladies Night Out will be at the Grand Buffet on Tuesday, June 17th at 6:30 P.M.

Gourmet Bratwurst Day will be hosted by Walt Barnes and Bill Neugent.

CRASH of the MONTH was earned by our newest member, Jack, with a mid-air collision.

Meeting closed at 8:00 P.M.

Mike Moskaly will paint a white strip across the runway. Try to touch down on this marking. This helps to keep us away from the lake.

NEW BROOM AT THE FIELD

Thanks to Wild Bill Neugent we now have a new corn broom. For those of you who wonder how it works, watch Warren sweep the floor and straighten out the chairs. He is good at it and makes it look easy.

JULY Meeting was called to order at 7:30 PM. The treasurer's and secretary's reports were accepted as read

OLD BUSINESS: Walt Barnes is getting estimates on the cost of cutting our field. Our grass man is doing a fine job and then some but the cost is very high for the club, especially when the club is so short on funds.

NEW BUSINESS: Walt Barnes is designing an overlay to present to the County showing the area of ground we would need to move our field a little East of the Orchard.

WATER ON THE FIELD: Mike Moskaly will contact Jerry at Manatee giving their club permission to fly at our field while their field is under water. So far our field is in great shape. Some days can be a little wet as this photo shows from days gone by. Lots of rain this year but so far our field is dry.



CFF SIGN ON THE GROUND: Our CFF sign has been removed from our gate apparently while the County was doing some maintenance. Mike volunteered to paint the sign over and re-attach it to the fence.

LADIES NIGHT out will be the fourth Tuesday July 22 at The Red Lobster.

GOURMET SAUSAGE DAY will be the third Tuesday of July. Chef Walt Barnes and Mike Moskaly will serve you lucky pilots. Any left over sausage will be sent overnight mail to, Jack Treadman; a little health food for his recovery.

CRASH OF THE MONTH: Since the Snow Birds have flown North there are no more crashes? July meeting closed at 8:05.

AUGUST Meeting opened at 7:30PM. As usual there were enough seats for everyone. The minutes and treasurer's report were read and accepted. Bill reported that the club has grown to 41 members.



Photo by Tony Aldrich

OLD BUSINESS: All of the new license plates which were made, designed, and painted by Mike Mosakly have been sold. If you have not bought yours, Mike will have more. The money, \$15.00 each, went into the club's treasury

PORTA POTTY: We have changed suppliers of the PortaPotty. Wild Bill has found one that is \$15.00 cheaper.

NEW BUSINESS: Tony Gattone suggested that we host a fly-in with lunch of Gourmet Brats and a swap meet. He will look into the feasibility of this. Hopefully it will occur after our Northern friends have all returned.

Gourmet Bratwurst Day will be hosted by Chefs Warren Ray, Bob Birkholz, and Mike Moskaly.

LADIES NIGHT OUT will be at Perkins Restaurant on the North trail at 6:30PM. August 19th.

CRASH OF THE MONTH: Another month goes by without a crash. This is a new record. Something good continues to happen. Perhaps no crashes must be credited to the excellent tutelage of our instructors. Never before has instructor influence shown more brightly than when a new pilot flies safely and with finesse. Many thanks are due to all our fine instructors who donate their time, knowledge, and skill's because they enjoy helping a new pilot learn to fly.



A few CFF Flight Instructors: Don Wagner, Dick Bauman, Bob Birkholz
Meeting closed at 7:30. PM

SAFETY AT THE FIELD

It seems like this subject never leaves but does fade away for a season. During these fade away periods, we are very lucky that no one has been hurt or worse killed. It only takes one careless mistake to cause a horrible disaster..... I will tell you a true story. One beautiful sunshine day in Northern Idaho I was standing with other pilots watching a pilot practice for the upcoming nationals. During a stressful maneuver, the right wing of his scratch built pattern aircraft separated from the fuselage. From a high altitude the plane began a fast, rolling descent, heading back toward the pilots pits and parking area. We watched in horror as it looked like it was going to crash into the pits. As we began to scatter for cover, it spun in over our heads and crashed with a thud into the trunk of a car whose lid was closed. When we opened the trunk, there was a four inch hole right through the steel, with the engine in pieces on the floor of the trunk. It was as if a giant can opener tore into a steel can tearing the metal open in the shape of three V pointed tears. It reminded me of a shell that had penetrated a steel wall. Imagine what that would have been like if that had hit anyone? Some accidents cannot be stopped but most accidents can be avoided if we think and perform safe flying.



A Crash scene. Imagine this hitting you.

1. Bob Birkholz brought safety to our attention at the meeting and reminded us that CFF has been known for our commitment to safety at the field. However, lately safety has faded away to a back seat. One of the biggest concerns is the pilots who continue to taxi into the pits. One small slip of the finger and some one can have a prop tear into their back sides, or a six inch prop slicing into their rib cage. Bob reminded us that no one is to taxi into the pits after landing. Even if you are the only one in the pits, don't do it. After landing, taxi parallel down the line. When you reach the area where you want to park, shut the engine off and walk out to the plane and pull it into the pits with your toe rope.
2. I personally would like to see a safe passage way about eight feet wide on the north end of the pits. Here a pilot can safely leave the runway without endangering anyone. After entering the passage way he would turn off the engine and rope pull his plane into the pits, clearing the field for other planes coming and going.
3. Another bad habit is flying over the center of the runway. All flying is to be done on the far side of the runway away from the pilot station. If a plane decides to go in, there is a better chance that it won't hit someone.
4. Unless you have an agreement from the pilots flying with you, always fly in the same pattern around the field and not against each other. Flying opposite patterns will eventually lead to a mid-air and confusion.
5. When three or more are flying there should be a spotter.

6. To enter the active runway you should ask permission from the pilots already flying before you taxi out on the active runway. Last Saturday while flying, someone entered without announcing his intentions. This is a discourteous, bad practice. I was just starting my down wind approach to landing when I heard his engine in the background. Not knowing where his plane was, I aborted my landing.

7. When a pilot calls out his landing and runway number, let him know that you heard his announcement. If you don't say anything he will think you did not hear him.

8. Along with fun flying, use some of your flying time to practice those maneuvers and areas of your flying that need improvement. Develop your flying skills. You never know when you may need them to prevent an accident or loss of aircraft.

9. FLYING ALONE. I admit it is really nice to fly by yourself without anyone in the air but it is a huge mistake to fly alone with no one at the field to help you should you get hurt.

10. If you are drinking alcohol before flying then don't fly. If you hurt anyone by flying during or after drinking alcohol you will not be covered by AMA insurance

CELL PHONES: Interference to RC? According to Futuba, "It is always best to take all possible precautions to avoid a situation that could potentially harm someone. Therefore, we recommend limiting the proximity of powered-on cellular phones to at least 1000 feet from any radio in operation." (See their website for more information)

CFF SIGN

Thanks to Mike Moskaly who painted our sign and placed it next to our entry way. This will help stop cars from entering around the locked fence.

ANOTHER SAFETY ALERT REMINDER

Do not use conventional nickel cadmium battery chargers of any type to charge lithium batteries. This can be hazardous to your health! Lithium batteries are becoming an increasingly popular choice for powering electric models and for the radio control system. They offer dramatically improved energy density compared to commonly used nickel cadmium and nickel metal hydride batteries. One can save as much as half the weight of conventional batteries and/or greatly increase operating time. Lithium metal, lithium ion and lithium polymer batteries are now on the market. Increased performance comes with an increase in potential hazard in their use, and old methods of handling and charging batteries will not suffice. These batteries can rupture if overcharged or shorted, and if this happens, fire may result if the lithium is exposed to the atmosphere. There have been reports of fire with each of those battery types. The root cause of the failures has been improper charging and battery shorting.

The safest approach is to use only prepackaged battery packs assembled by reputable vendors with the appropriate protective devices installed, and use only chargers designed for this purpose. Buying individual cells which are modeler-assembled and charged with conventional chargers is discouraged....Cr. Red Scholfield AMA Safety Committee. Model Aviation, July 2003.

BIRTHDAY PARTY

Following flying on Saturday the 8th of August, we celebrated Lem's birthday party at Porky's Bar BQ. We all had a great time celebrating life with a great person. Sorry those who could not attend had to miss his special day.



Elman Lemley (Lem)

QUESTION:

My switch stopped working, and when I checked it, I found the black wire all corroded. The copper part looked dark and was brittle. What happen?

This is a case of what is called “Black Wire Corrosion”. Over time, the negative lead from the battery pack, through the switch harness, to the receiver will corrode until the copper wire becomes dark, almost black, and brittle. It no longer has the bright “coppery” look, and is no longer flexible.

The cause is storage of the system in a damp environment with the battery installed. The effect of the wire being connected to the battery pack, and the environmental moisture, will cause an electrical effect to promote corrosion of the wire. The corrosion usually starts at the battery pack and works its way toward the switch harness.

A “damp” environment does not necessarily mean that it’s particularly humid. Storage in a garage or shed provides enough humidity to allow the corrosion to happen. The wet that gets brought into a garage from your car is enough. It will happen faster if the battery pack is not maintained and allowed to go flat. Keep the battery charged and cycle it regularly to prevent or slow down the corrosion.

The net result of black wire corrosion is to make the battery lead act like a resistor, which will prevent proper current flow from the battery pack to the receiver and servos. In some cases, the resistance can be high enough that during aerobatics, with all servos moving, the voltage at the receiver can drop enough to cause the receiver to quit. The model crashes as a result.

What can make this baffling is the fact that the R/C system may operate normally when tested. That's because the tests don't involve high loads upon the servos, so the voltage drop caused by the resistance of the corroded wire isn't enough to cause the receiver to quit.

Transmitter batteries can also be affected, but usually not as much because transmitters are usually stored in a friendlier environment. They still need to be checked periodically, though. When the corrosion gets bad enough, the transmitter will just not turn on. It's not likely that the transmitter will fail during a flight. Credit Futuba.

The effects on the corrosion would also be seen on the transmitter's power meter as low output. The battery pack gets blamed, gets replaced, and the problem goes away. That's because a new battery pack comes with new wires. Corrosion may never even be suspected or found in these cases.

There is no cure once black wire corrosion starts. You can only replace the wires. Prevention requires that your equipment be stored in a clean, dry environment, and maintain your batteries. Store them fully-charged and cycle them regularly. If you can't do that, then at least remove the batteries from your models, and store them, along with your transmitters, inside, where the temperature and humidity are fairly stable, compared to a garage or shed.

SOME EASY MANEUVERS TO PRACTICE

U = upwind D= downwind

TAKEOFF U

STRAIGHT FLIGHT OUT U

PROCEDURE TURN

STRAIGHT FLIGHT BACK D

STALL TURN U

IMMELLMANN TURN U

THREE INSIDE LOOPS U

ONE HORIZONTAL ROLL

LANDING

The End. That's all there is.
Good Flying
Warren