

**Look for the NATS news!  
GCRC is at the nats!**

**Gold Coast Radio Controllers Club  
AMA Club # 1016      IMAA #12  
www.goldcoastrc.com**

### August 2006

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## Presidents Message



The big topic at the July general meeting was safety at the field. While your reaction may be “Oh no, here we go again with another safety seminar”, the subject is one that bears repeating.

Everyone has their own views about what is safe and what is not. I'd like to share some of my thoughts with the hope that it gives everyone a little something to think about when they are at the field.

The field is comprised of 3 parts, the pits, the flight line and our airspace. Each area has its own safety concerns, plus the time spent as you move from one area to the other. I know that makes it sound like “rocket science”, but it actually is just that. Even though they are called models, our airplanes are not toys. Regardless of their size or type of propulsion they use, they all can be dangerous if we don't keep safety in mind. Here are my “*Top 5 Lists*” for each part of the field.

### THE PITS

1. Be aware of what is going on around you. If your “neighbor” has his back to you, make sure he will not step back into you or your equipment. He may not know you are there because he or she is paying attention to what they are doing.
2. When you set up your plane (s) and equipment, make sure you don't create a trip hazard for the other pilots around you.
3. Make sure all the sharp tools in your flight box have some kind of sheath. I have cut myself on an xacto knife while rummaging through my stuff looking for an allen wrench.
4. While starting or running your engine, make sure no one is standing near the arc of the propeller. Also be aware of your prop wash if you are running up your engine. Its not just the “big birds”, every plane blows dirt and debris when the engine is singing.
5. Before you leave the pits with your plane, make sure your engine is tuned and ready for takeoff and all the gear you leave behind is secured so that it will not create a problem for the other pilots.

The Flight Line

1. When you are moving from the Pits to the Flight Line, you must maintain physical control of the plane all the way to the cones. Taxiing is not permitted at Kraft Field.
2. Note the direction of the arrow on the flag pole. Do not take off or land (except emergencies) against the pattern. If you cannot take off and land from both directions, you need to seek out an instructor and correct that immediately.
3. Make your intentions known to the pilots already flying. This applies to everything: takeoffs, landings, touch and go's, deadstick, etc. Don't be afraid to speak up (remember it's noisy and the pilots are concentrating on their own aircraft).
4. When you "have the runway", taxi your plane out and takeoff. You should not be adjusting your engine at this point. If it's not running right, take it back to the pits and correct the problem.
5. If some declares an emergency and your plane is lined up for takeoff, then do so immediately (be sure to announce it). If your plane is still near the cones, wait till the emergency is over. DO NOT just hit the gas and takeoff across the field. This is dangerous because you are taking off at 90 degrees to the flight path of any planes that are currently flying, not to mention distracting the pilot in trouble.

Our Airspace

1. Before you start your takeoff roll, "check your six" and see where your fellow pilots are. Make sure no one is doing a close flyby while you are taking off.
2. When you airplane clears the end of the runway, the first maneuver you should make is a climbing turn away from the flight line. Anything else is not safe. It doesn't matter what super-duper plane/engine/servo combo you have, your plane does not have enough inertia and altitude should a problem arise.
3. Make a trim pass or two to check your airplanes trim settings before you "wring it out". I don't like surprises when I'm flying, they're never good.
4. After you've announced that you are landing, make a pass down the runway to check your landing gear (I've had wheels fall off during a flight, see my thoughts on surprises in #3). This also gives you an opportunity to check that the runway is clear for you to land.
5. After you've landed, taxi your plane over to the cones and kill the engine. Do not stop and have a conversation with someone while leaving your plane out at the cones. Retrieve your plane and bring it back to the pits.

Okay, class dismissed. I promise next months Presidents Message... Will have plenty of knock-knock jokes.

See you at the field,  
Ray

**Editor's corner**

Wow... already a month? So I asked you all to send me "things" that you might want to share... And some of you did! Now all I have to do is fit in as much as possible each month. Anything from your projects on the workbench, to recent pictures at the flight line or your last "Fly In", just be sure to include "the rest of the story". Well for example, just check out the first print on the next page... Who's next?

SBW

**SAVE THE DATE**

**August 4 7:30 PM  
GENERAL MEETING  
Community Center**

**August 16 7:00PM  
BOARD MEETING  
Water Park at South County Park**

**WELCOME NEW MEMBERS**

James Woodward
Bill Robinson
Richard Rosenberg
Nathan Sabo
Jacob Speedy
Terrance (Terry) Russell

**GENERAL MEETING  
July 7, 2006**

The meeting was called to order at 7:30 PM by our new President Ray Murtha. New members and guests were introduced.

The June minutes were approved as read. The treasures report was read.

**OLD BUSINESS**

- We talked about the great time everyone had on family day June 18
- Ernie Kraft day July 2, Sunday
- Ray talked about field maintenance.
- Talked about changing meeting location and day.
- Combat contest Saturday December 9 2006
- Warbird event will be the 2 weekend in February 2007
- Remember the gates must be locked

**NEW BUSINESS**

- Ray talked about the new field. Nothing to report as of this date...
- A motion was made to find out the price of sides for our canopies. Walt will find out prices for next months meeting.
- Members can bring items to sell after the meeting.
- Jerry asked the membership if a uniform training program could be established.
- Ray reported a large number of old engines were donated to the club.

MEETING ADJOURNED 8:45 P/M

RESPECTFULLY SUBMITTED  
WALT DREYFUS  
SECRETARY GCRC



Hello,

Attached is a photo of our Stampe SV-4 biplane. The picture was taken at the field shortly after its maiden flight. The model is covered and painted in the livery of the British Rothman's aerobatic team. The airframe of the 1/4 scale model was completed by me in 1983 from a Precedent kit, before graduating from high school. My father Julio covered and finished the model while I was away at college. Unfortunately, the model sat for many years with the hope that it would someday fly while I served a 20-year career in the Air Force. A few months ago we removed the ancient Kraft radio and installed a newer radio and an old O.S. 90. However we were unable to fly the model due to poor weather before my short visit was up. This past weekend on July 3rd, we finally flew the model at your club... 24 years after construction began! We made three flights that day and the model flew fantastic.

I would like to thank the club members that were present that day. They were all very supportive. They allowed us to perform some taxi tests and "gave" us the field for its maiden flight.

Most of all, I would like to thank my father Julio. With him, anything is possible.  
Jerry Esquenazi

(Thanks Jerry, it's a great story and a great looking plane. The 24 years sound like they were worth the wait! *SBW*)

## Gold Coast Radio Controllers presents....

### ERNIE KRAFT DAY



THANKS TO ALL WHO HELPED MAKE THIS DAY ONE TO REMEMBER!!



Welcome our newest edition to the Gold Coast Newsletter Team. Owner of BuiltWright Models, Our very own Vice President, Skip Wright promises to keep us informed and up to date with all the latest "tech info" we could ever need. **The new column will be known as:**

## *Skip's Tips*

### **Aircraft Setup**

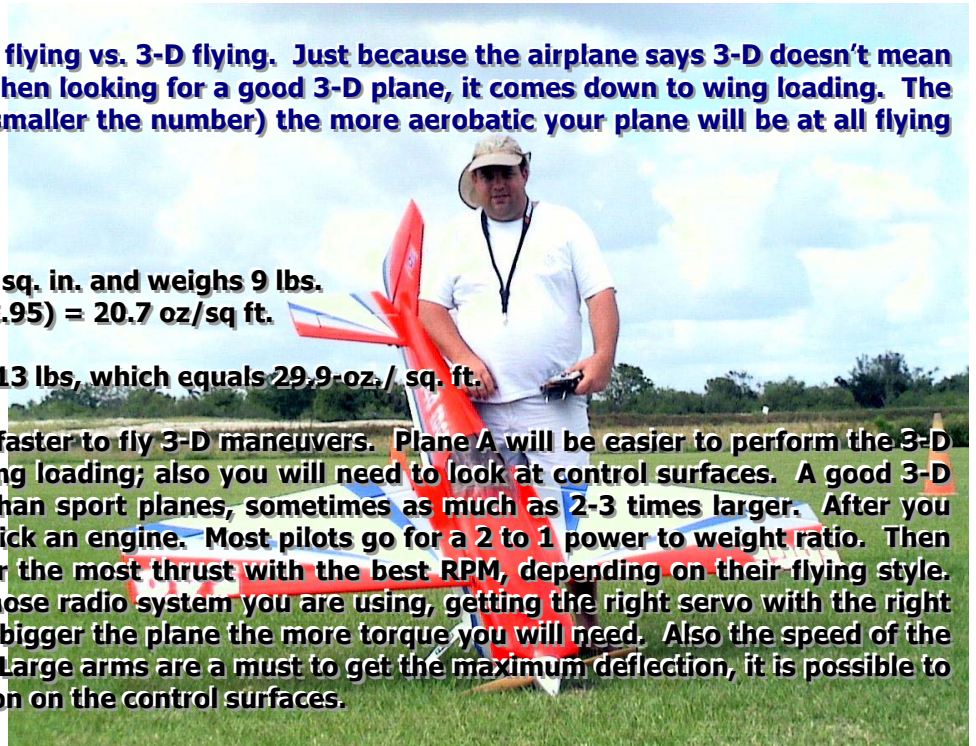
**In this topic we will look at sport flying vs. 3-D flying. Just because the airplane says 3-D doesn't mean it is the best for all 3-D flying. When looking for a good 3-D plane, it comes down to wing loading. The lighter the wing loading (or the smaller the number) the more aerobatic your plane will be at all flying speeds.**

**Here's how it works:**

**Plane A wing area is 1000 sq. in. and weighs 9 lbs.  
( $9 \times 16 \text{ sq in} = 144$ ) / ( $1000 / 144 = 6.95$ ) = 20.7 oz/sq ft.**

**Plane B 1000 sq. in. and weighs 13 lbs, which equals 29.9-oz./ sq. ft.**

**Plane B is heavier and has to fly faster to fly 3-D maneuvers. Plane A will be easier to perform the 3-D maneuvers because of lighter wing loading; also you will need to look at control surfaces. A good 3-D plane will have larger surfaces than sport planes, sometimes as much as 2-3 times larger. After you select your 3-D plane, next you pick an engine. Most pilots go for a 2 to 1 power to weight ratio. Then prop selection, most pilots go for the most thrust with the best RPM, depending on their flying style. Now servos, it doesn't matter whose radio system you are using, getting the right servo with the right amount of torque is crucial. The bigger the plane the more torque you will need. Also the speed of the servos is another consideration. Large arms are a must to get the maximum deflection, it is possible to have 50 or 60 degrees of deflection on the control surfaces.**



**After everything is installed, now for radio setup.**

**Most pilots have dual rates or (flight modes).**

**Low rates:** This mode is for precision flying or general flying.

**Medium rates:** This mode is for spins and snaps, slightly higher rates for elevator, aileron, and rudder.

**High rates:** This mode is setup for tail slides and 3-D. All control surfaces are maxed out.

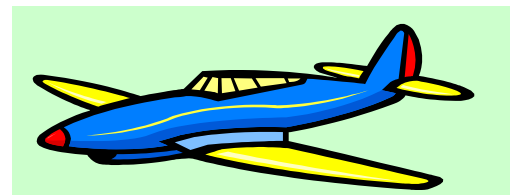
**Expo:** This area should be a custom setup for each pilot. The key is to make your high rate feel linear to your low rate. This topic will be covered in great detail in future newsletters.

**Finally C.G.**

**Finding the "right center of gravity" for your style of flight. The proper center of gravity (C.G.) for most models is from manufacturers' specs or recommendations, which are a good place to start. The old school way was to have your plane a bit nose heavy. When balancing your plane, today's 3-D pilots mostly balance either for dead level or slightly tail heavy. To complete the setup, find your C.G., do your pre-flight check, run the engine and then go fly your plane. Take your plane up on a 45-degree angle, do a half roll to invert the plane. Take your hand off the elevator stick, if the plane goes up, it's tail heavy, if it goes down its nose heavy. When the plane continues straight and level, the C.G. is dead-on. **WARNING:** When finalizing the C.G. setup, only adjust in small increments, about a 1/4 inch at a time when looking for the C.G. forward or aft. Be careful when adjusting throws, work your way up to them, till you get where you are comfortable in your flight and rate settings. Your plane will get more sensitive with more throw.**

**Email me your comments or questions each month... I will do my best to help you with an answer that you will be able to understand and apply. Fly Safe.**

*Skip*





GCRC Club members Chris Haggidat, Juan Romero, Jim Woodward, and Kevin Kneival are reportedly at the competition. At the time of this printing Chris was in 7<sup>th</sup> place for the Slow Survivable Combat and 6th place for Scale. No other information on the others was found on the website but you can check it out at [www.natsnews.org](http://www.natsnews.org) Daily updates and scores are available.

Welcome to a new shop in Tequesta, **Ready Heli**  
Jennifer Greco e-mailed her info to us at Gold Coast  
The shop is located at: 354 Cypress Dr. # 7  
Tequesta, Fl. 33469  
Phone number 561-575-1118 or e-mail to:  
[Sales@readyheli.com](mailto:Sales@readyheli.com)

**Gold Coast Radio Controllers**  
**21512 Woodchuck Lane**  
**Boca Raton, FL 33428**

**Next Meeting**

**August 4, 2006**

Meeting takes place at 7:15 pm

Boca Raton Community Center

150 Crawford Blvd., ½ block north of

Palmetto Park Road and West of 2<sup>nd</sup> Avenue

## LOCAL HOBBY SHOPS

### **Craft House**

561-683-0764

1379 N. Military Trail, West Palm Beach  
I-95 to Belvedere Road, travel west to  
Military Trail. Travel north on Military  
M-F 9:30-6:30 Sat 9:30-5:30 Sun 12-4

### **G&C Hobbies**

561-547-3812

1228 Hypoluxo Road. I-95 to Hypoluxo Road,  
exit East. The store is ¼ mile on the north side.  
M-Sat 10-6 Sun 11-3

### **Belzers Hardware Store**

561-391-7977

3198 N. Federal Highway, Boca Raton  
I-95 to Yamato Road. Exit east to Federal Hwy.  
South on Federal Hwy. Store is on east side of  
Federal Highway  
M-F 8-6 Sat 8-5 Sun 11-4

### **Radio Controlled Revolution**

561-684-2772

2275 Palm Beach Lakes Blvd. Suite A  
West Palm Beach, FL 33409  
Northwest corner of Palm Beach Lakes and  
Okeechobee next to Sound Advice  
[www.rcrevo.com](http://www.rcrevo.com)

### **RC Boca Hobbies**

561-483-2540 Email: [JR@RCBoca.com](mailto:JR@RCBoca.com)

561-483-2541 WEB [www.rcboca.com](http://www.rcboca.com)

20449 State Road 7 (Mission Bay Plaza) Boca  
Raton In LA Fitness Courtyard Area  
M-W-R 11am-7pm F 11am-6pm Sat  
10am-6pm Sun 10am-5pm

### **RC Hobbies**

954-721-5720

<mailto:www.rchobbies.net>

6800 N. University Drive, Tamarac  
I-95 to Cypress Creek exit. West to University  
Drive. Southeast corner of University and  
McNab Road. Or take 441 to Sample Road, west  
to University and south to McNab. (Cypress  
Creek turns into McNab)  
M-F 9-8 Wed Closed Sat 10-5 Sun 10-3

### **Southeast RC Hobbies**

954-978-6050

1901 West Copans Road, Pompano Beach  
I-95 to Copans Road. Go west. Store right  
before Intersection to Powerline. Store on north  
side of road. Or take Lyons road to Copans, turn  
east. Store located just past Powerline  
intersection.

[www.southeastrc.com](http://www.southeastrc.com)

MTWTF - 11-7 SAT 10-5 SUN Closed

[www.southeastrc.com](http://www.southeastrc.com)