



# Air Currents



## The Official Newsletter of Diablo Valley Radio Controllers

Werner Hoch's plane, DVRC 2017 Open House





# Air Currents

## President's Corner

September 2017

We are now in the warmth of the summer months and temperatures have been in the 100s at the field. However, not only are temperatures high, but summer also brings the windy season at DVRC.



The wind has played a major part in the cancellation of several of our club events this year, but also the lack of wind can do the same, as happened on the "Day On The Hill" slope soaring contest, for the originally scheduled date.

Technology continues to advance in our hobby. Of the technology that has been released over the last few years is the integration of light-weight 3-axis gyros into our aircraft. These devices are remarkable in that they can give beginners a level of confidence to allow quick progression towards solo flight. These systems are frequently built into trainer aircraft and are set up at the factory. Our newcomers to the sport need all the confidence they can get to be successful.

On the other hand, these devices can offer a helping hand to seasoned flyers and can increase the number of available flying days. For instance, I have been adding gyro devices to most of my aircraft built over the last year. They are configured such that I can turn the gyro on, or off, during flight. The benefit of a well-adjusted gyro is that it can reduce the pilot's workload dramatically in turbulent conditions or when taking-off and landing in moderate crosswinds. Gyros can make the difference to whether you decide to fly on that day, or not.

For take-off, just point the plane down the runway and advance the throttle. If the gyro is properly adjusted, it will take care of any yaw movements as a result of the tail trying to weathervane in the crosswind conditions. Resist the temptation to control the rudder, cos the gyro will take care of getting you up to flight speed. Similarly, landing only requires that you line up the plane with the runway on final approach and adjust the throttle to allow a normal sink rate until you flare onto the runway. .

I have used several makes of gyros and all have been acceptable. Try it, you won't regret it.

Until next time, remember it is better to break ground and head into the wind than to break wind and head into the ground.

Happy flying

Nigel Watson, President DVRC

## Upcoming Events

DAY	DATE	TIME	EVENT
Saturday	9/23/2017	9:00am	Gremlin Combat
Saturday	10/7/2017	9:00am	#3 Unlimited Racing
Saturday	10/14/2017	9:45am	Club Meeting
Saturday	10/28/2017	9:00am	FrankenMort
Saturday	11/11/2017	9:45am	Club Meeting
Saturday	12/2/2017	5 to 7 pm	Christmas Party with location at Buttercup Diner
Saturday	12/9/2017	9:45am	Club Meeting



## **Notes from Membership Coordinator:**

All members need to make sure that their AMA membership is current, as **YOU CAN NOT FLY AT DVRC** without current AMA certification.

If you see someone new at the field, go up and introduce yourself and make them feel welcome; remember, you were once a new member.

Gene Aughtry, DVRC Membership Chairman

## **The Flight Of The Shoestring**

By Nigel Watson

I had the maiden flight of the Shoestring a short time ago and it flew very well with no apparent incidents. However, the second flight displayed an interesting failure mode that I didn't notice until I landed.



When I taxied back to the pits, I noticed the top of the spinner was about 1/2" above the cowl. At first, I assumed I had lost a couple of cowl retaining screws causing the cowl to drop, but then I noticed that all screws were there, and still fastened tight?

I next checked the motor and it was loose; not what I expected.

I had observed a slight change in flight characteristics early into the second flight, namely some adverse yaw in turns, which wasn't present in the first flight. I didn't think much about this as the plane climbed away. I also noticed a faint rattling sound at full throttle, but I concluded that the noise probably was coming from the undercarriage since I had experienced a similar sound on another plane.

On dismantling the front end of the plane, I noticed that three of the four aluminum motor-mounting screws were missing from the motor mount. As a result, the motor had started to rotate relative to the mount, pivoting on the remaining screw. As the motor began to go out of axial alignment, an aluminum collar, which was attached to the rear of the shaft, started to bind on the mount and melted. Next the friction between the spinning shaft and mount melted a 5mm shaft-sized hole in one of the four straps of the mount.



The remaining screw was the only thing that prevented the motor from leaving the plane. That would have radically changed the C of G of the plane and, chances are, a crash would have ensued.

In reality, the rotational movement of the motor, relative to the motor mount, had changed the motor thrust direction from down- and right thrust, to up- and left thrust; not a

good situation.



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Removal of the remaining screw revealed no evidence of loctite on the threads. Oops! I could have paid the ultimate price for such a mistake.

As I noted above, I landed safely after what seemed to be a relatively uneventful second flight. I have since rebuilt the front end of the motor system using a spare motor mount kit. This time, I used threadlocker on all the threads during the repair and also put a bead of E6800 industrial adhesive (rubber type contact adhesive) on the heads of the screws.

Regrettably, several flights later, I was making an approach from the right side of the runway and had an altercation with the power lines and the power lines won.

On its way down, the plane still appeared to be in one piece so I was hopeful that I could repair it. However, it fell onto the barbed wire that sits on top of the cyclone fencing, and was torn to pieces. No rebuilding the Shoestring this time.

The Shoestring has not been a lucky aircraft at our club. Willie also had a Shoestring a few months ago and apparently, he lost his plane to the pylon wires on its maiden flight. However, I believe his crash was the result of servo failure, not pilot error like mine.

Happy flying





## Carrier Landing Event

**by Werner Hoch**

I had no idea that trying to land on a set of ropes could be so much fun. Our first ever Carrier Landing club event was truly a great success. The wind unfortunately was at times a bit too strong, but that did not keep us from having a good time. However the wind probably kept several great pilots from attending this challenging event. Not a problem. Granted, I would have loved to see many familiar faces showing up for this challenge, but we had a very nice time. Due to the almost ever present wind situation, I decided to change the rules somewhat to the pilots delight. After watching Mel land his plane without a hook, and successfully stop it by hooking the wheels into a set of ropes, I announced at the pilots meeting that landing hooks were not mandatory today. That went over really well, and 2 more pilots decided to participate. So now we are 7 flyers. Good, let's start this event!

For some reason T-28 was the airplane of choice. Mike Blackman started the event, in fairly strong winds. He was airborne in nothing flat, made one slow pass over the landing area, as required. His 3 minute time started and he had 3 attempts to make his landing. On his 2nd attempt he was able to land and got hooked in line #8, and his plane stayed upright, giving him extra points.



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Next in line was Bob Tigert. A well-seasoned flyer, his very large airplane though was unfortunately not a match for the sudden gust of wind. He was not able to bring it on the ground. Just as his plane was about to touch down, the gust picked it up and he ended up crashing into the fence. How sad! He was so close to a perfect landing. Next up was Gene Aughtry, another T-28 flyer. The wind calmed down for just a moment, and Gene took advantage of the situation and did a quick landing. Nicely done. Right about in the middle of the landing area, hooked the plane into line 6 without tipping over! Everybody clapped. Hey, I tell you, this really was a fun contest.

Ok, next up was Bob Wolfe. By now the wind played havoc again, but Bob said so what! Into the blue yonder he went, did his slow flyby, and quickly brought his, you guessed it, T-28, to an almost perfect landing in the white outer circle of the bulls eye, and did not flip over. Wow, that was worth a lot of points.

Up next was, Mel Nash, super ace! Unfortunately the wind by now was blowing relentlessly. His landings ended up with the airplane upside down, but that only made the other flyers wanting to do better. Next up, Ron Williams. Now Ron had something to prove, that under any wind condition, you can fly with the landing hook. He went and cut a tree branch with a short piece facing forward at the end of the branch. He stuffed it into his T-28. And so Ron, the Stickman, hand-launched his plane and used his homemade hook setup to hook into line #3 for a perfect landing.

Now here came out first and only Jet! Daniel H(Heering), as he is known for, had no difficulty with the wind. His pointed jet sliced right through the strong wind. On his 2nd attempt to land, he did so into line #5 without flipping over! Super duper flying!

Since we got done flying so quickly, we had plenty of time for a second round. The total of both rounds of flying got added up together. Obviously everyone was a winner! But their effort was rewarded by handing out trophies to all pilots in order how they placed. Special thanks goes out to Dr. Don French, who kept score for the entire event. I hope to see you all next year for the 2nd annual Carrier Landing Event. Thank you all for coming out to this very special event. - Werner Hoch

## **Vikes!**

**By: Ron Hariri**

This summer was extra hot and that brought out the snakes as usual. These two adult rattlers were chilling on the runway margin earlier this summer. We went over and ask them if they were new members? They were not amused. They uncoiled themselves and slowly slipped away into the bushes.



Recently a baby rattler was spotted in the pit area under one of the plane stations. Here's the mug shot of the culprit. It was left alone and was gone the following days.



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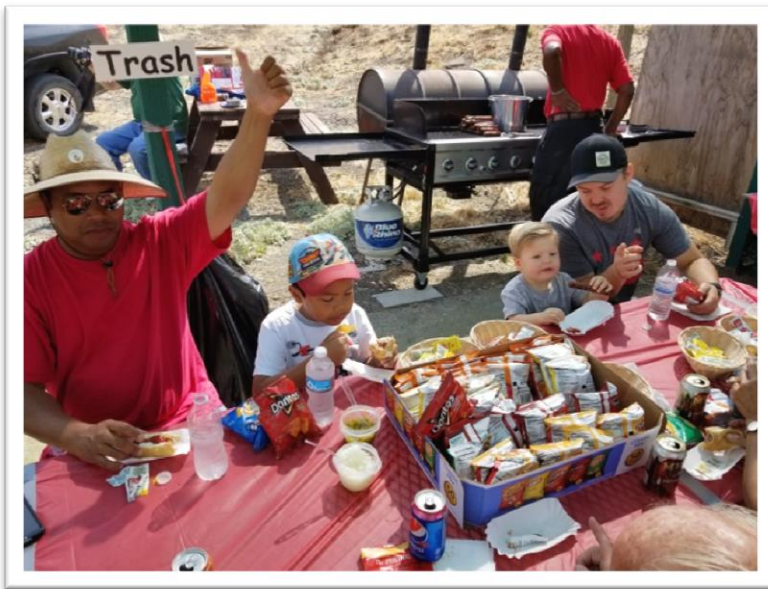
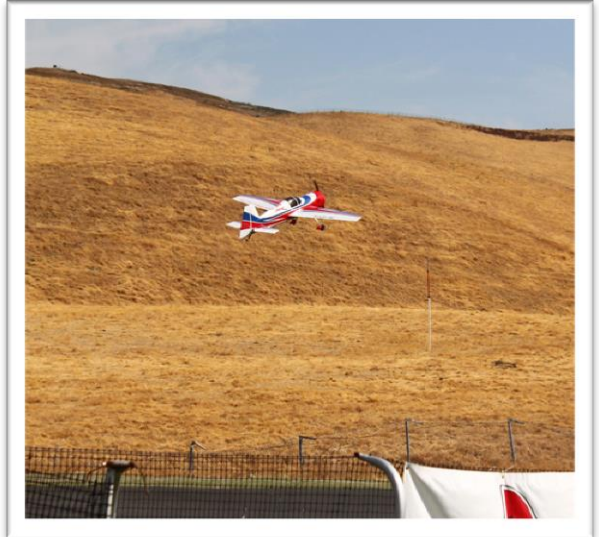
September 2017

## Open House Pictures September 16, 2017

If you missed the open house, watch this great video created by Nigel Watson

[https://youtu.be/xS3hFewVf\\_I](https://youtu.be/xS3hFewVf_I)







**More club pictures.....**





**GENERAL MEMBER MEETING MINUTES**

DATE: 8/12/17

MEETING CALLED TO ORDER @ 9:45 am



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OFFICERS AND BOARD MEMBERS PRESENT: P - NIGEL WATSON / T - MEL NASH / BOB WOLFE / JACK SCHONBERGER / STEVE ANDERSON / ANTHONY COX / CARLOS GRACIA / RON WILLIAMS

GUESTS PRESENT: 1 - DAVID TRAN

NEW MEMBERS: 1 - GREG LLOYD

TOTAL MEMBERS PRESENT: 26

### TREASURERS REPORT:

The Treasurers Report was approved by the Board members

### REPORTS

GENE AUGHTRY - MEMBERSHIP COORDINATOR/ FLIGHT OPERATIONS OFFICER  
Currently 105 paid members. Plenty of green badges available.

RON PENN - SAFETY OFFICER  
No accidents to date in 2017.

RON WILLIAMS - FIELD MANAGER  
Watch for snakes. A new field maintenance volunteer sheet is being passed around.

### OLD BUSINESS

1. No update on shooting day schedule. Carlos has emailed the city for info.
2. A new maintenance list was sent out. Will circulate at meeting
3. Events Calendar. Carrier landing contest to be scheduled for August.
4. Christmas party - Gene has secured a date and location for this year's Christmas Party.  
Date 12/2/17. \$25 per person. The Location is at the Buttercup in Concord. Flyers to be available soon.
5. Newsletter editor- Ron Hariri to take over as editor.
6. Remote camera/ weather station- Pricing and unit selections are being investigated by Ron and Ken. Greg Lloyd will also check on a system.

### NEW BUSINESS

1. Open house. Volunteers needed to work as a group to organize the basic structure.  
Mel, Bob, and Gene are the current volunteers.
2. Club to buy 2 new Spectrum transmitters to be used for buddy box trainers.
3. Keys to the container to be available for trainers.



## SHOW AND TELL

Jack S presented a mini Stinson Reliant

Gene A showed a battery discharger

Joe P showed his vintage Bi-plane

## RAFFLE

Jim Haley won a Tiger 3 - Carlos won the Escapade MX.

MEETING ADJOURNED @ 10:29 am



Diablo Valley Radio Controllers  
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Mel Nash, Treasurer. 925-597-8142  
Doug Schramm, Secretary. 925-222-8060

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Jack Schonberger. 925-672-4562  
Steve Anderson. 925-672-7352  
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Membership Coordinator:

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For DVRC driving directions and some club information, check out this link:

<http://youtu.be/Ow67yDVYhc4>