



THE AERIAL VIEW

A Publication of the Las Vegas Radio Control Club

July-August 2009

RC Night Flying Growing in Popularity!

By Alec Sonenthal

Whether RC airplane, jet, helicopter or foamie, we all love our sport and hobby.

But, not everyone knows how popular RC night flying is. Our club has an active contingent of night flyers, and we schedule monthly night flies throughout the year.

As you may have guessed, RC Night Flying is the act of flying a radio-controlled model airplane at night! Obviously, the big question is how to illuminate your plane or helicopter so you know which way is up! Solutions range from the simple to complex, there's something for everyone!

You may think you illuminate things from the ground, but that is not so! Over time, night flyers have learned that you need to properly light your plane or helicopter in a way so you can



LEDs and other products for night flying are easily available from numerous sources.

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An AMA Gold Leader Club

keep proper visual track of altitude, distance, orientation and perspective.

So, while the early pioneers used glowsticks and such, newer technologies such as LED lighting has come to the forefront of this sport. Obviously, one has to be sure to keep separate power systems in play, one doesn't want to use your radio power to power the lights!



There are some websites and articles on the subject, but in a nutshell, one must configure a system of lights to create a T pattern on your plane...one on each wingtip, one in front and one on the tail. Addition forward facing lights on the wingtip can also aid in orientation, always a challenge no matter the time of day!

With the advent of lightweight LED lighting in different colors, it has become much easier to create exciting lighting displays across entire wingspans and fuselages. Also, there are more and more enthusiasts out there sharing ideas on the internet and Youtube.

A simple Google search will bring back dozens of companies selling light displays and technology for your craft.

The LVRC flies in Jean Nevada at a dry lake bed. To hook up with these fun guys, give President Tom Brandt a shout and he'll direct you to right folks. Spectators and beginners are always welcome!

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Clark County Earth Day Rendezvous a Huge Success!

To the Members of the LVRC...

On April 25, with the help of the Parks & Recreation Volunteers – Ambassadors, the Clark County Department of Parks and Recreation, working with the Clark County Department of Air Quality and Environmental Management (DAQEM), hosted the first Earth Day Rendezvous at the Silver Bowl.

Over 1,000 Clark County residents came out to enjoy the day, which was highlighted with the launch of the 2009 Lawn Mower Exchange Program from the DAQEM, radio controlled flying demonstrations by members of the Las Vegas Radio Control Club, DFI Media, and the Academy of Model Aeronautics (AMA) Charter Clubs (LVRC), exhibits from the Clark County Museums and Clark County Centennial, booths from many environmental groups, food and fun.

The day was a great success, with Brenda Williams noting “All went better than we even dared to expect...But thanks to your help, we had a good turn-out and a more than successful event.”

Sincerest thanks,
CC Department of Parks & Recreation and DAQEM



*RC simulators were part of the at the April 25
Clark County Earth Day!*

Club News and Views

Upcoming Meeting Schedule

- August 20, 2009
- September 17, 2009

All meetings are at 7:00 p.m. In the back room of the Skyline Casino Restaurant. Show up an hour early for dinner with fellow club members!

News and Updates

- Membership Cards – If you have not received yours, see Rockie.
- Ed from Henderson Hobby donated a nice gas grill to the club. Thanks Ed.
- Christmas Party on December 12th at the Elks Lodge, Henderson, same place as last year. Marty Peocora will again cater this event. Alec Sonenthal and Tom Brandt will coordinate. Looking for another volunteer to assist.

William Bennett Field Reminders

Our flying field is a fabulous asset and a great place to fly, but there are some reminders for all who fly there (club and non-club members alike):

- No equipment, fuel, planes or helicopters can be on the picnic benches under the shelter, under any circumstances!
- You must have a 2009 AMA card in your possession at all times!
- Flying is permissible from 7:00 a.m. to dusk.

Please note that Clark County Park Police may ticket you for any of these infractions, so be warned!

HELI PRE/POSTFLIGHT

I know I have written about this in the past but some recent happenings have prompted me to resurrect this article. Last month I put my Raptor 50 into the asphalt - Not a pretty sight and was just shy of a needing a new kit. About an hour later another heli went in for the same problem. Yep, two in one hour. Reason? Read on....

Do you regularly check your helicopter for potential problems prior to a flight or just 'gas-n-go'? What preventive maintenance should a pilot be looking for prior to flying for the day? Vibration is the enemy here with dirt as a contributing pain-in-the-rotor nuisance and our helicopters sure get their share of both. Here are a few suggestions to help keep your heli intact and looking good:

Security: Give the helicopter a good look over, nose to tail and top to bottom, for any visible problems. Check all the screws and links and touch everything to check for anything loose - Don't forget the screws retaining the swash plate linkage ball. Besides making sure all screws are tight check the ball links...they do wear out. Look at all the servo linkages and make sure they are secure. Check servos, battery, receiver and gyro for security. Check for loose wires and connectors. Check wires for broken or worn insulation, especially those wire that cross over the frame edges. Look at the muffler and make sure it is tight - they are known for their uncanny ability to loosen up. For the 72 MHz pilots make sure the receiver crystal is in tight - sounds simple but has saved some from a crash. Every so often check receiver leads and make sure they are fully seated. Make sure the receiver battery has sufficient charge.

Tail Rotor: Look at the tail rotor assembly for much of the above (Aha! Hint - Something amiss here).

Check the blades for cracks and chips.

Head: Check the alignment of the flybar paddles and main blades, flybars should float. Check for free movement of the seesaw. Check the main blades for cracks and nicks and the dampers for over play. Worn out dampers can cause the blades to strike the boom. Free spin the main drive gear (opposite of blade rotation) and check for smooth rotation. Make sure the autorotation tail drive pulley is free and will perform as advertised. Check all bearings for slop.

Belt: Check tension and look for fraying or cracking. Check the gears for worn or missing teeth.

Fuel System: Lines become gummy and fail from the effects of nitro, desert heat and sunlight. Change all lines every 6 months or so. Take the filter apart at the same time and clean if necessary.

Lubrication: The main shaft bearings should be lubricated with drop or two of light oil above and below the swash every few flights. Lubricate the tail shaft slider every so often too. This is more important for you electric guys since oil from nitro fuel gets on everything. Always use a plastic safe lubricant.

Postflight: Clean off all fuel/oil/bugs/grass/junk residues from the entire helicopter, inside and out, with a commercial cleaner or isopropyl alcohol. Use a paper towel to get

the heavy stuff off first and follow with a clean rag - Flying helicopters is a dirty job.... Clean it up. Look at the engine head and make sure the cooling fins are clean and free of dirt and debris - dirt traps heat and we all know it's hot enough in Vegas already. Since the canopy is off you might as well do the pre-flight now so you will be ready when the urge hits to

fly again. If flying is done for the day remove any remaining fuel and use an after-run oil in the engine.

Ah, the transmitter. I bet many forget about this insignificant item. Do you range check prior to the first flight of the day? Do you check the antenna, switches, stick gimbals and battery for damage and to insure they are tight and functioning properly? Don't forget to check battery charge prior to startup.

Finally, learn the sounds your helicopter makes. Any deviation from normal is cause for closer inspection. If something doesn't feel right it probably isn't.

Hey! So what happened? One thing I had never experienced before, a loose tail pulley pin. This little gem is inserted through the tail rotor shaft and pulley and is secured with locking compound and a set screw

through the end of the tail rotor shaft. Well, supposed to be secured. The pin worked its way partially out and jammed against the tail housing, successfully eliminating the tail rotor.

Without a tail rotor all (I) was lost - Where's a Szabo kid when you need one? Looks like the locking compound, put on the set screw prior to installation did not lock correctly. Apparently, due to the depth the set screw had to travel into the shaft, the compound was removed prior to it bottoming against the pin. Lesson learned after two helis crashed the same day for the same reason. Helicopters have a lot of parts so check those hidden ones as well.





*15 year old RC airplane pilot Candice Piddisi begins to replace a wind sock that blew off its mast.
Thanks Candice!*

Jet Fun Fly Scheduled for November

Make plans now for the 2009 Jet Fun Fly at Bennett Field. Scheduled for November 6-8, this fantastic annual event provides great entertainment for guests and pilots alike!

Hosted by the Las Vegas Radio Control, your help in cooking and setup is always needed. For more information contact Chad Russell at lvmpd@cox.net or 521-8010.



A competitor from the 2009 Dead Sea World Jet Masters Competition

TIPS AND TRICKS

*Courtesy of the members at the First State R/C Club,
Willmington, Delaware*

Wires

Get a hold of a junk VCR and take it apart. Quite often there are a lot of wire harnesses in it. While the wire is other colors, as well as black and red, it is high quality and works very well for RC hookups.

Lite Ply Replacement

My favorite material is “doorskins” to use in place of Lite Ply. You can purchase these at your local building supply company for around 5 bucks. The sheets are 36-inches wide by 80-inches high and about 1/8-inch thick. I have used this in place of Lite Ply in fuselage sides, hatches, landing gear mounts, servo mounts, etc., and have never had a failure.



Plywood on the Cheap

Also along those lines, cabinet makers have birch- and oak-faced ply pieces in different sizes 1/4-inches thick, that they will sell to you for a reasonable price. I use these for firewalls, gear mounts in bigger airplanes, and you can double them up to make firewalls for gas engines.

Hardwood

For spars, I use 1/4 x 8 feet poplar or maple. One board can be carefully cut in a table saw with a fine blade (be safe when you use power tools). You can cut these in 1/4 x 3/8, 1/4 x 1/2, etc. and make enough sticks to last for years!

From the Pilots Seat

By Tom Brandt, President, LVRC



The year 2009 is half over and, since the next newsletter will not be published until October, I thought I might get you started thinking about nominations for next year. I'm going to begin this column by shamelessly plagiarizing an article I read about being a club officer:

“Filling an officer role does not mean that you are required to do the job alone. Being an officer simply means that you are responsible for ensuring that the job gets done. As an officer, you are allowed to ask other members of the club to help you fulfill your duties.” How true is that? I've been a member of a number of different organizations and far too often I've seen cases of burnout because club officers feel a need to carry the load of running a club or association entirely on their own shoulders.

Sure, there's a responsibility that goes along with being a club officer, but that responsibility doesn't include doing all of the work yourself.

In fact, over time, many clubs eventually fail because the club officers allow themselves to be put in a position where they had to do all of the work and simply accepted this as the way things were done. In other words, it was easier to do the job yourself than to solicit the help of others. At least that sounded good at the time.

As club members we should accept the fact that we all need to play some part—even if only a small part—to ensure the

well being of our club. That's what being part of a club is supposed to be all about. At the same, time we recognize that those who have volunteered their time to be club leaders have accepted a greater level of responsibility; however, that responsibility should lean more toward creating an atmosphere of teamwork and cooperation.

As a club officer you also have an opportunity to influence the direction of, and culture within, your club. Your members depend on you, as well as the other elected officers, to help set and meet goals and objectives for your club during your term. How you do that can mean the difference between success and failure, not only for you, but for your club.

In some cases, if things go extremely wrong, it can result in an officer eventually leaving not only the club, but modeling all together, because the pressures of holding a club office have taken the fun out of what was supposed to be an enjoyable activity.

Please keep this in mind as you think about next year. Being a club officer doesn't mean tackling every project or activity yourself. It doesn't have to feel like a job. Most often, it can be an enjoyable experience if approached the right way”.

Nominations are held in October/November while voting takes place in November. The new officers will be installed at the Holiday Party.

In order to nominate an individual he/she must be at the October/November meeting or accepted the nomination via e-mail to one of the current officers.



Our President FINALLY soloed his trainer on July 24th. Tom stated "I would like to thank all the pilots who helped me over the past couple of years to make this airplane solo happen".



Our Club Logo Over the Years...



Area Hobby Stores

Danse's Hobbies

4252 E. Charleston Blvd.
Las Vegas, NV. 89104
(702) 453-7223

Henderson Hobbies

117 Water Street
Henderson, NV 89015
(702) 834-4024

Hobby People West

2610 S. Decatur Blvd
Las Vegas, NV. 89102
(702) 871-6191

Hobbytown USA

5085 W. Sahara Ave.
Las Vegas, NV. 89146
(702) 889-9554

Hobby People East

5466 Boulder Hwy
Las Vegas, NV. 89122
(702) 547-2204

Nice Twice Hobbies

3111 S. Valley View Blvd
A-117
Las Vegas, NV. 89102
(702) 876-2280



Our pros bring together the best games, music, video and photographic services that will make your next event the talk of the town!

You've Seen the Rest...Now Call the Best!
Call us today at 702-767-4995
or email us at threeguys@vegaspartypros.com



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