



President's Message

Greg Stone (gstone4@outlook.com)
949-413-0920

How many of you remember the first plane you flew? Was it radio controlled, free flight, control line? Did you get into flying as a youth or was it later as an adult? My start was with the .049 powered Cox models like the PT-19 then moved up in size to .35 size control line stunt planes.



Back then the only options for planes were kits full of balsa sticks and cutout ribs to be laid out on paper plans and built over many days and nights. Some also

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Next Club Meeting

Monday

April 3rd 2017

**NORMAN P. MURRAY
COMMUNITY & SENIOR
CENTER**

**24932 VETERANSWAY
MISSION VIEJO, CA. 92692
7:00 P.M.**

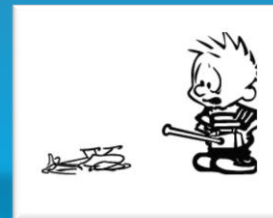
Guest Speaker:

TBD

Fire Extinguishers – everyone who is flying must have a fire extinguisher visible and accessible. This is a critical safety item and is mandatory.

2017 Badges – these must be visible on your person whenever you are at the field.

There are also the "Show & Tell", "Crash Can" for the most notable remains from an unplanned landing!



Get some Raffles Tickets! Win Great Prizes!!

get plans and hand cut their own wood and built their planes from scratch.



As many of you worked out booth at the AMA Expo this year we had the opportunity to share our enjoyment of the hobby covering many types of flying aircraft from planes to helicopters to multi-rotors. We have had a few new members join or group from the Expo again this year. As we continue our outreach through community events and at the field with our training program lets encourage anyone interested in our hobby.



Let's all continue to enjoy and share this great hobby we have.

Club's Rules and Regulations Reminders

In order to make sure we are protecting our site and field everyone must enforce that everyone flying is wearing their badge. This is also required for guests and trainees.

There are guest and student badges in the container and these must be checked out each day someone is flying. There are **NO EXCEPTIONS** to this as we have had situations where guests or students are not aware of the field rules and in the case of guests may not have AMA membership.

Please note that students are not permitted to fly without an instructor with them for all flights and guests must have current AMA and the card must be placed on the clipboard when they are issued a guest badge for the day.

Wings Program:

All new members are required to pass the Wings Certification prior to issuance of their permanent badge.

With safety as our number 1 responsibility, we must all work to make sure that everyone flying at our field can maintain control of their plane by executing the following maneuvers:

- Take-off (right or left)
- Fly a flat oval pattern clockwise
- Fly a flat oval pattern counter-clockwise
- Fly a flat figure eight
- Land

Field Marshals:

There must be a field marshal on-duty anytime our field is open. If you are the first or only one there please put on the field marshal badge found in the container. Our on-duty field marshals have ultimate authority covering all flight and safety aspects.

We are getting Field Marshal training back on a regular schedule and you will see email updates in advance of each session.

We encourage everyone to attend who has not attended one of these sessions.

The Field Marshal's (and every member's) responsibility is to enforce and oversee the following key aspects in addition to field oversight:

- No Badge / No Fly
- All flying must stay beyond the edge of the runway and out over the grass.
- No taxiing in the pits or spectator area
- Communication on the flight line (pilots calling out takeoffs and landings)
- Everyone must have their own fire extinguisher out and accessible in their pit area
- **NO EXCEPTIONS** to any of the above

Flight Safety:

Everyone must be diligent in maintaining safe flying in compliance with our rules. All flying must be done beyond the edge of the runway and over the grass. To protect the safety of members and visitors no plane should ever fly behind the yellow flight-line.

In the event a plane breaches this line the pilot must

land the plane immediately and determine the cause of this over flight. We must always maintain a safe zone for all behind the flight line.

Radio Interference:

There are reports about some downed planes where radio interference has been mentioned as the possible cause. If possible, while being safe, look over the crashed plane and see if the receiver LED is blinking, solid, or out.

Depending on your radio brand this can help indicate if a brownout or lockout occurred. We want to document when and where communication issues occur. If this happens to you or someone else make sure it is logged in the Field Marshal (red) notebook in the bin. We also want to mention that there are many pilot created reasons that this could occur based on any of these situations:

- Receiver antennae must be away from metal objects and wires. We have seen antennae and satellite receivers placed along servo wires or beside Lipo's or ESC's. Any of these could cause diminished or blocked reception at times. Check your radio manufacturer's specifications for

placement criteria.

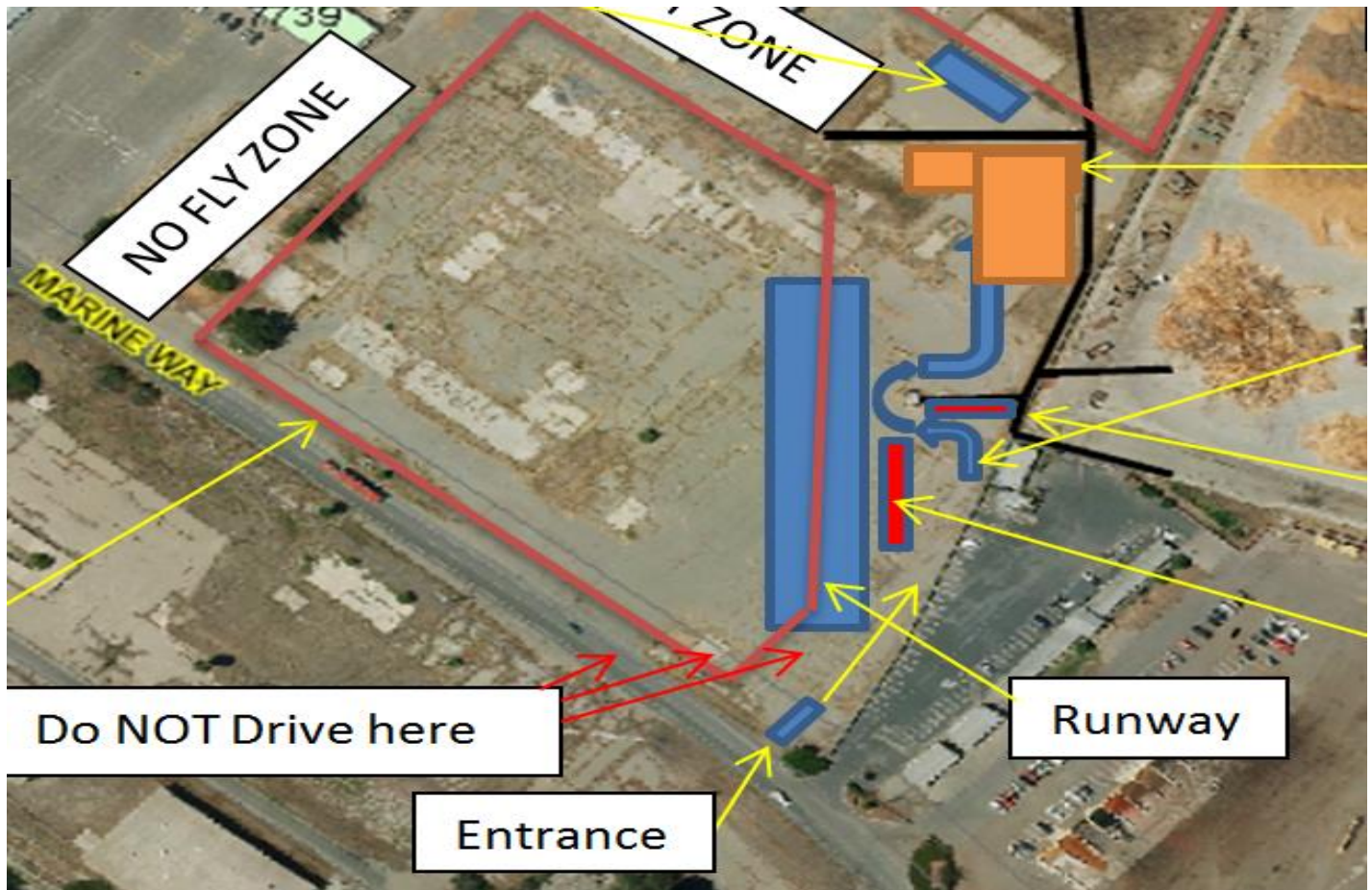
- Verify your ESC and receiver voltage and load criteria. Most of us are flying with ESC's that provide both motor power and power for the receiver and servos. ESC's and Receivers have voltage and load specifications with most rated at 4.8 volts and load rated for 4 or 5 servos. If you have digital servos these draw more power. If you have more servos or load than the rating you could experience brownouts or low power to the receiver and servos that would result in loss of control.

Field (Our #1 Asset) Safety:

With our ever increasing attendance and use of our field we must all be diligent with all aspects of safety. This includes overall safety while flying and personal safety with our planes and batteries.

We must all be aware of what is going on around us when flying or just relaxing in the pits.

(See below for flying site boundaries)



OCRCC Board

- Greg Stone - President
- Dave Kadonoff - Vice President
- Jim Finlayson - Secretary
- Nathan Stone - Treasurer
- Gene DeYoung
- Robert Lung
- Gary Weitzman
- Steve Zingali
- Rob Oglesby
- David Radell
- Jack Gershfeld

We are all volunteers working together to keep the club active and maintain our flying site. We are always looking for volunteers to assist with events and training. Your board gives many hours of service working for you, our members.

OCRCC Membership & Renewal Message

From Greg Stone (President) gstone4@outlook.com (949) 413-0920

Renewals for 2017 are underway and you have all seen the various messages sent out regarding the changes. There have been various questions and comments wondering why the changes were made so let me give some rationale.

First let me say that I was the one proposing these changes and these are similar to many clubs with flying sites in and around California. As I work with many clubs in our district trying to deal with this issue, this membership model is either already in place or is being adopted by many more.

The AMA made changes to their membership processing last year where your expiration date may have changed. If you were new to the AMA the month you joined became your expiration month. For any members that did not renew their AMA until after December 31st they got a new expiration month based on the month they renewed. This has caused 30% of our members to have expiration months that are not December 31st.

Since we must maintain an annual insurance policy for our site and anyone flying at our site must have current AMA membership and thus AMA insurance. It was a very difficult this past year trying to follow-up with members that had AMA expirations during the year to get them to renew their AMA. We don't want to have to verify a member's AMA status each time they show up at the field to fly so we had to come up with a failsafe way to guarantee everyone is in compliance with our site and insurance requirements.

For the members that don't expire in December they must add an extra year to their AMA

membership which can easily be done on the AMA website. This is a one-time extra cost to push your AMA out an extra year and after this each year you will only have to renew for a single year. All this will get everyone to have AMA coverage for the full calendar year of 2017 and thus synchronizing with our calendar year membership.

Another concern many had was at our annual safety meetings where we had long delays in order to receive renewals and update logs while many had to just wait until we could get this completed before we could begin the meeting. With my recommendation to cutoff renewals at a date before these meetings we will be able to hold the meetings in an efficient and timely manner. Hopefully this will make it easier on everyone attending.

There is plenty of time to get your renewals in before the January 8th deadline and multiple options for turning them in. you can mail to **OCRCC, PO Box 28303, Anaheim, CA 92809.**

The 2017 renewal fee is still \$65 and make sure you have renewed your AMA and get your renewal and payment turned in.

- 2017 badge is required in order to fly as of January 1, 2017
- You must have a fire extinguisher out and accessible when flying at the field

Feel free to let me know any questions or concerns you have.

Enjoy your flying!

March Club Meeting



Raffle Winners



Humor Corner



Planes of Fame Events

Most of us know of the Planes of Fame primarily through its annual spectacular Air Show each May, which has featured in the past such displays as the F-22 Raptor flying in formation with three vintage restored warbirds, the P-38J, P51-D, and F-86F Sabre. (This years' Air Show will be held on May 6-7.)

Brian began by giving us the story of how Ed Maloney came to open this now famous air museum of historic aircraft in 1957 at Claremont when he could no longer support space for a growing collection of such flyable aircraft as his B-17.

Today Planes of Fame contains over 150 historic aircraft, including the only currently flyable originals such as the Northrop N9MB flying wing and an authentic Japanese Mitsubishi Zero. Brian delighted us with insights and little known stories about how a number of these famous aircraft came to the museum, and how the monthly Saturday morning "Living History Flying Days" often have reunited these aircraft with their original pilots, the historians who wrote about them, and the museum's staff pilots who fly them for the crowds at each of these events open to the public (see the accompanying schedule for a listing of these events during 2017).

The next monthly event at Planes of Fame is Sat. March 4, when the Living Flying Day features the P-51 Mustang. Some of our club members expect to attend. Let us know if you would like to meet at Flo's Cafe for breakfast at 9:00 before the 10:00 program.

Brian concluded his engaging discussion with a challenge to the members of OCRCC: he is inviting our members to help him prepare a special educational exhibit. He would like us to design an RC model with a live control and stick such that when the stick is moved, the control surfaces for yaw, pitch, and roll move on the model AND the model itself actually rotates to show the effects of the stick movement. That second requirement creates a creative challenge. So far two members have voiced ideas about how to accomplish a moving exhibit. Could you help us with creative ideas and a little engineering design/building skills?

For further information, contact Barry Woodbridge at bwoodbridge@wbridge.com or visit the Planes of Fame website at www.planesoffame.org.

CHINO, CA  VALLE, AZ
PLANES OF FAME AIR MUSEUM

 **2017 SCHEDULE OF EVENTS** 

(See our website www.planesoffame.org for more information)

JANUARY	7	Living History Flying Day featuring the: Curtiss P-40 Warhawk * The United States Postal Service will hold a First-Day-of-Issue Stamp Dedication Ceremony for the NEW LOVE Skywriting Stamp!
FEBRUARY	4	Living History Flying Day featuring the: Lockheed P-38 Lightning
MARCH	4	Living History Flying Day featuring the: North American P-51 Mustang
MARCH	11	3rd Annual Hangar Dance with Big Band Orchestra
APRIL	1	Living History Flying Day featuring the: North American B-25 Mitchell
MAY	6-7	Planes of Fame Air Show May 6-7 2017, Chino Airport
MAY	14	Mother's Day - Moms Admitted FREE!
JUNE	3	Living History Flying Day featuring the: North American F-86 Sabre
JUNE	18	Father's Day - Dads Admitted FREE!
JULY	1	Living History Flying Day featuring the: Republic P-47 Thunderbolt
JULY	22	World War I and Early Aircraft (Special Presentation)
AUGUST	5	Living History Flying Day featuring the: Vought F4U-1A Corsair
SEPTEMBER	2	Living History Flying Day featuring the: Douglas AD-4 Skyraider
SEPTEMBER	16	Boeing B-17 Flying Fortress (Special Presentation)
OCTOBER	7	Living History Flying Day featuring the: Douglas SBD-5 Dauntless
OCTOBER	28	11th Annual 'Taste of Flight' Gala
NOVEMBER	4	Living History Flying Day featuring the: Northrop N9MB Flying Wing
NOVEMBER	11	Veterans Day - Veterans Admitted FREE!
NOVEMBER	18	Eastern Front of WWII (Special Presentation) & Aviation Book Sale
DECEMBER	2	Living History Flying Day featuring the: Mitsubishi A6M5 Zero

Living History Flying Days are held on the 1st Saturday of each month, and begin with a presentation at **10:00 AM** by a panel of featured topic experts. Event concludes with a flight demonstration by the featured aircraft (whenever possible).

All events are at **Planes of Fame Air Museum**, Chino Airport, unless otherwise noted. Event schedules may be subject to change. (Special additional events are noted in blue.)

FREE ADMISSION TO MEMBERS!

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YOUR SUPPORT KEEPS OUR DOORS OPEN & THE AIRCRAFT FLYING!

As an independent 501(c)(3) nonprofit organization, Planes of Fame Air Museum receives no government or public agency funds. By becoming a member, you help us achieve our mission:

To preserve aviation history, inspire interest in aviation, educate the public, and honor aviation pioneers and veterans.

Just a few Membership benefits:

- ★ **FREE admission** to the Planes of Fame Museums (Chino, CA & Valle, AZ)
- ★ **FREE admission** to the monthly Living History Flying Day events
- ★ **10% discount** in our Gift Shop
- ★ **FREE admission** to the Planes of Fame Airshow (restrictions apply)
- ★ **ELIGIBLE FOR MEMBER RAFFLE FLIGHTS!**

Your Membership Counts - Call, Mail, or Visit Our Website to Join Today!

(909) 597-3722 ext. 1 ★ **WWW.PLANESOFFAME.ORG**

Planes of Fame Air Museum, 7000 Merrill Ave, #17, Chino, CA 91710

MEMBERSHIP FORM

Here is my \$ _____ donation, please sign me up for the:

- \$75 INDIVIDUAL** **\$150 FAMILY** (4 family members)
(Additional levels available, contact us for details!)

- Check VISA MasterCard AMEX

Please make checks payable to: **"Planes of Fame Air Museum"**

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Planes of Fame Air Museum is open Sun-Fri 10am to 5pm & Sat 9am to 5pm

(Closed Thanksgiving & Christmas Day)

Members: FREE! • General Admission: \$11 • 5-11 yrs: \$4 • 4 yrs & under: FREE!

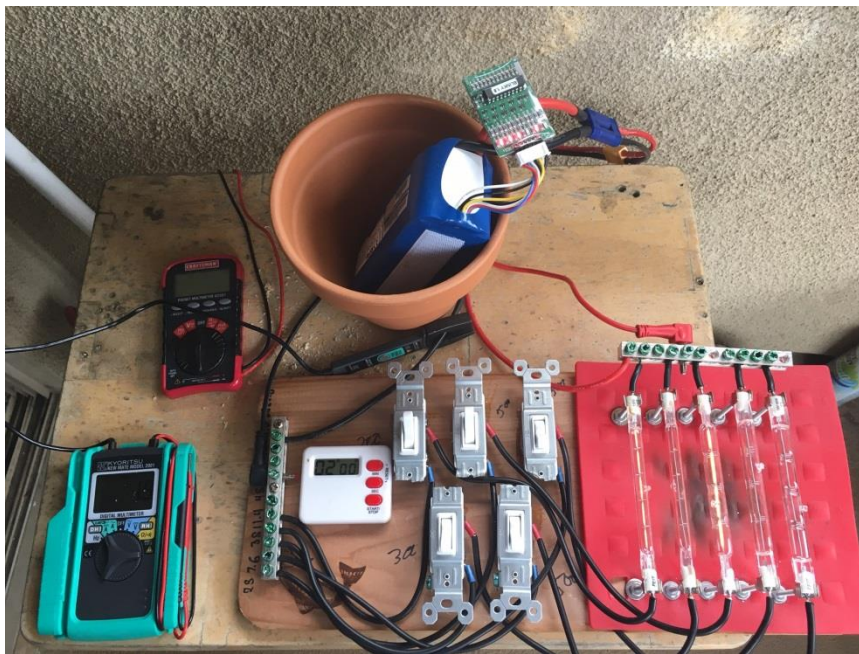


Tip of the Month from Pipeline

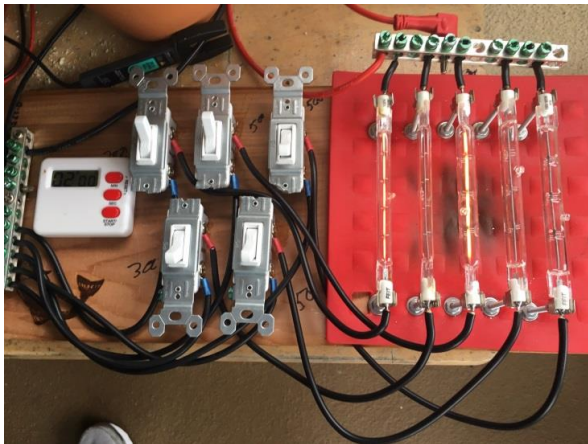
By Dave Kadonoff

At last month's meeting I showed a load bank that I made to rapidly discharge LiPo batteries. I like my batteries to sit at about 3.8 volts per cell after each flight and when in storage. If I stay flying a little too long and they fall below 3.8 volts I charge them back up to that level. Much above that and I discharge them down to 3.8 volts. Last weekend I charged up 3 5000 mA 6S batteries only to find that my plane wasn't ready to fly. So here I was facing discharging 3 fully charged 6 cell batteries. Placing them on my HiTec charger would have taken hours to accomplish this, albeit safely, but nonetheless many hours. I of course elected to employ my discharge load bank.

Shown below is the entire layout I use. It includes a voltmeter, clay pot, the battery with a blinky balancer attached, 5 halogen bulbs, 5 switches, another dc current capable multimeter, and the most important item, a timer with a loud buzzer.



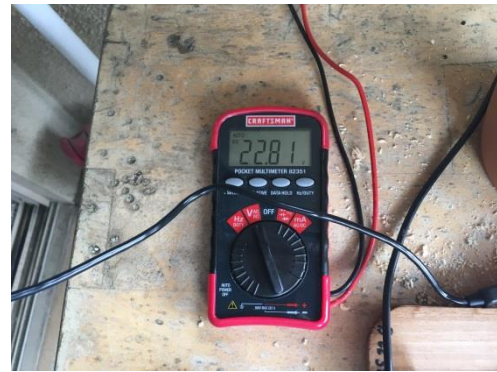
I first install the blinky to balance the battery and to keep it relatively balanced during the discharge routine. I make sure that the multimeter is reading voltage and I have written my target voltages on the board. For a 6S battery this is 6×3.8 or 22.8 volts DC.



Next, I switch loads on, one at a time and keep an eye on how much current is flowing. When all five lights were on the load was about 7.2 amps, roughly a discharge rate of 1.44C, well within the capability of the battery. Incidentally the battery did not get warm. Total discharge time was about 14 minutes. I set the timer for 9 minutes, then 3 then 2.

When the voltmeter showed 22.81 I was done.

Now for the great news. Despite my age, I was smart enough to NOT walk away during the discharge process. The load bank in the pictures above was modified from the one that I displayed last month. In that version, the lights were mounted just above the silicone pad which was mounted directly on the cedar board. After about 5 minutes with all lights turned on, I smelled the wonderful aroma of burning cedar plank as if I was barbecuing. This is what I found. A few more minutes left unattended and I would have been looking for my insurance certificate. I ended up making standoffs to raise the lights up about 35 mm and tried again, now its fine.



Happy Landings!

Field Opening and Closing

Remember the field (airplane side) must be opened and closed. There have been recent reports that the fire extinguishers have been left out and the bin has been left open. These are our club assets and must be put away and the bin locked when you leave.

Porta Potty – While we have weekly cleaning service it appears that some have less than perfect aim or care for this facility that we all share. I present this graphic to remind everyone of the goal to keep it clean:

Safety Meetings – If you still need to complete the safety meeting requirement we will be having another meeting towards the end of February at the field. Without the Safety Sticker you may only fly with a spotter who has a safety sticker. You must attend an upcoming session to receive your safety sticker.

Fire Extinguishers – Everyone who is flying must have a fire extinguisher visible and accessible. This is a critical safety item and is mandatory.

2017 Badges – These must be visible on your person whenever you are at the field.

Safe Flying – Flight Boundaries – We still have some reports of airplanes being flown directly over the heli area. Remember our flight boundaries. Dangerous flying is cause for suspension.





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M-F 10-7

SAT 10-6

SUN 10-5