

THE DISORIENTED TIMES

The Official Newsletter of the Guildhall Fun Flyers
AMA Chartered Club #3325
GFF Web Page: www.guildhallfunflyers.com
GFF Facebook Page: www.facebook.com/gffrc

June 2018

GFF: Go to Family Feast (BBQ)

Issue #282

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CALENDAR OF EVENTS

(* = GFF Event ** = Non GFF Event)

*June 23rd, Saturday. Airport Day at Mt. Washington Regional Airport and at Lyndonville, VT Airport.

*July 7, Saturday, GFF Family Pot Luck BBQ. Flying starts at 9:30am. Lunch at noon. Club will provide hot dogs, hamburgers, cheese burgers and soda. Please bring a favorite dish to share.

*Aug 11th & 12th, Saturday & Sunday, Fun Fly / North East Kingdom R/C Air Show. Flying starts at 9:30.

*Sep 8th, Saturday, Fall Float Fly & Boat Float at Waterford, VT boat landing on Moore Dam Reservoir of the Connecticut River. Starts at 9am. All AMA flyers / boaters and spectators are WELCOME to participate.

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JUNE BIRTHDAYS:

1st Mena Mitchell
7th John E. Brooks, Sr.
17th Phil Faucher
18th Ray Dubreuil
23rd Pete Forlenza
25th Coreen Irving

JULY BIRTHDAYS:

11th Brian Bigelow
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JUNE MEETING REPORT:

12:15pm - The GFF June 2nd monthly meeting held at the Spring Float Fly at Waterford Landing was called to order by President Neal Wells III at 12:15pm with 14 members present.

12:16pm - President Neal called for the Treasurer's report. The Treasurer's report was read by Treasurer Pete Forlenza. Neal called for any discussion on the report and none was made. A motion was made, seconded, and passed to accept the report as read.

12:20pm - President Neal noted that Secretary, Paul Herman is not present due to other commitments and asked Don Sanders to take notes for this meeting. The President called for the Secretary's report. A motion was made and seconded to dispense with the reading of the report and accept the report as it was published in the May newsletter. Neal called for any discussion and none was made. The vote passed to accept the report as published.

12:22pm - President Neal called for the Field Marshal's report. Field Marshall Jim Avery informed the club members that the field is in great shape and he is mowing twice a week, usually on Tuesdays and Fridays.

12:23pm - President Neal called for the Safety Officer's report. Safety Officer Neal Jr. reported he has been putting meeting notices in the North Woods Weekly and the Colebrook Sentinel. If you will send Neal, Jr. photos of the float fly he will send an article to the newspapers. He reminded the club members that he has a supply of the new AMA labels for club members planes who desire them.

12:27pm - President Neal called for any old business.

-President Neal is happy to report that several new sponsors have committed donations for T-Shirts for our August Event, so that is looking good.

-We are still on schedule with the GFF's participation in the events at the Whitefield Airport Day on Saturday, June 23rd. Brian Bigelow has been involved with the planning and coordination efforts. He will be mowing a r/c runway area for us. Neal, Jr will be coordinating our information

booth, including a r/c flight simulator set up, and hand out material. He is accepting old issues of our AMA Model Aviation magazines for hand out samples, so if anyone wants to donate any old copies, contact Neal, Jr. Come on over and bring some planes for a static display and for flying to make it an impressive r/c air show. Enjoy it all, there will be lots of other things to see as well and free ice cream.

12:31pm-The President called for any new business.

-Next month, on Saturday, July 7th, our meeting will be held at the GFF Club Family BBQ. The club will provide hot dogs and hamburgers for the grill and sodas. Plan to attend and please bring a dish to share, be it a salad, favorite side dish, or dessert.

-Club Flight Training has been going on. Stan Remick has been progressing nicely with Brian. Pete has been working with Niall Devlin. If you want some flight lessons, just call and schedule some time with: Brian Bigelow at 603 991-4598; or Pete Forlenza at 802 427-3068.

12:34pm - President Neal asked for any more business to come before the meeting and none was brought forth. A motion was made seconded and passed to adjourn the meeting.

---From notes by Don Sanders

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WORDS FROM THE PRESIDENT:

NOTES FROM THE GFF TOWER:

I have been thinking about writing a column for the newsletter for a while now, school is out, my schedule has become less hectic, and I have run out of excuses not to

write it, so here it is. I would like to share with the club my thoughts and provide the members with ideas I have on making sure the club is a success and continues to grow. To that end I would like to welcome our two newest members Stan and Jeff to the club. Both have already proven to be active and helpful members and are welcome additions. I would also like to thank everyone who has stepped up to help with sponsors for our air show event, we have surpassed last year's fund raising and still have 7 weeks until the event.

We currently have 2 active students training with Brian. We wish them both luck! If there is anyone else that is interested in training please let me know so we can set them up with an instructor. The future of this club, like any other, lies in our ability to recruit new members, and it is a responsibility that falls on us all.

As most of you are already aware the biggest change this year has been changing our annual fundraiser from a warbird centered event to an RC airshow. Personally I am excited by this change as I see great potential in the event. There is still a lot of work to be done and I welcome help from anyone that would like to get involved. We have already received a huge number of sponsors and have several more potential sponsored lined up. This event is shaping up to be a huge success for the club.

In closing I would like to remind everyone that this is your club. I welcome suggestions and thoughts on ways to make the club better and more successful.

Safe and happy flying

Neal Wells, III GFF President

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THE SAFETY BRIEFING-

Neal Wells, Jr. GFF Safety Coordinator

With flying season in full swing this seems a good time to review some of the common reasons for crashes and how they can be avoided. First, nothing can do more to prevent an accident to your plane or injury to those on the ground than a thorough preflight check of your plane each day before you fly and flying within your physical and mental ability.

Having made a number of unscheduled landings myself, I try to determine the reason each time a plane goes down so I won't repeat the mistake. About half of my own crashes were pilot error. Among the reasons for those were flying too far out to recognize the attitude of the plane thereby giving the wrong control input. In my case cataracts were a major contributor so I should have stayed within my range of vision. Another time, I was attempting a flaps down slow takeoff into the sun when the plane tip stalled at an altitude too low for recovery. The glare from the late afternoon sun masked the stall and by the time it became obvious it was in a spin and I was too low to fully recover.

Other crashes or near misses were due to failure of a part on the plane. One time I was making a low pass when an alert pilot on the ground said he heard a buzzing noise and to urged me to land the plane without delay. On inspection we discovered that three of the four CA hinges in one aileron had let go, leaving only one hinge from a

crash. Others were loose in the tail, a recipe for disaster. Two other crashes involved wiring. In one case, the wire controlling the one of the ailerons had pulled partway loose from the receiver. The plane intermittently rolled without control input before righting itself, the last time it went inverted on final approach. The receiver was wrapped in foam so it would have taken a thorough examination to discover this in a preflight. Yet another involved a chafed wire that caused the servo wiring to overheat and burn the insulation off, shorting out the servos. The plane rolled over on takeoff and plunged into the ground at full throttle.

With the average age of our pilots increasing, many of us have cataracts, hearing loss, arthritis, slower reaction times, less peripheral vision and a host of other maladies that accompany middle age (alright, old age but who wants to admit to that?). For many, experience lessens the effect of these deficiencies but there are still steps that will minimize the cost and aggravation of losing a plane.

Fly within your ability and experience level and think about having another pilot stand with you on the flight line. Many busier clubs require a spotter and they might catch something that you, as the pilot, wouldn't. A spotter can also be very helpful when it comes to trimming an unstable aircraft. There is far less shame involved in asking for help than in picking up tiny plane parts out of the swamp! Do a thorough preflight each day before flying a plane.

The following is a preflight checklist gathered from several sources. It is not fully

inclusive and you may wish to add your own items or modify this list for the type of plane you fly:

- If using 72 MHz make sure the frequency is free and antenna is extended
- Do a radio range check at least 100 feet out
- Check your plane's balance with the fuel tank empty (front to back and side to side) and correct as necessary
- Check wing bolts, engine mounting bolts, and propeller nut for tightness. Prop should always be balanced
- Look for loose covering, mufflers, hatch covers, etc.
- Check all control surfaces for: proper direction of travel; make sure all hinges are intact and not loose; check that control horns are tight and clevis safeties in place.
- Check battery voltages-transmitter, receiver, ignition (if used)
- Check for loose or frayed wires
- Check for proper engine tuning; make sure clunk is free in tank; hold plane up while running to insure proper operation in the air
- Check that landing gear is secure and wheels are tightly affixed to landing gear

Enjoy this great weather and fly safe!

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GFF FLOAT FLY / BOAT FLOAT:

The ever popular GFF Spring Float Fly and Boat Float was held on Saturday, June 2nd at the Waterford, VT boat launch on the Moore Dam Reservoir of the Connecticut River. The warm weather was decent for flying and boating, even if it was a bit breezier this time. John Brooks made the arrangements for pizza and soda for lunch. John Brooks' friend, Jimmy The Greek, at Gold House Pizza in Littleton always does a great job providing the pizza for us, so be sure to support them for your pizza needs. Dennis Ullery provided the rescue boat and gave free scenic rides. There was a brief club meeting around noon time. It is always good to see the nice turn out of members and friends who come to enjoy the flying, boating, and pizza. Even the spectators have fun at this event. We are all looking forward to doing it again in September.

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WHITEFIELD AIRPORT EVENT:

Come help us promote our r/c model airplane hobby. We will have an information booth, with a r/c flight simulator, be doing r/c flight demonstrations, and promoting our GFF Club as part of the Airport Open House Event. We will be operating on the field just opposite the entrance to the airport terminal building.

Other activities include, Presby Open Hangar, Antique Tractor Show, Full Scale Airplane Fly-Ins and Rides, Food, and Ice Cream. Come and enjoy the day.

A similar Airport Open House is planned for the same day at Lyndonville, VT Airport. Pete Forlenza will be representing the GFF Club at that event.

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GFF FAMILY POT LUCK BBQ:

Be sure to reserve Saturday, July 7th to attend the GFF Family Pot Luck BBQ Picnic. Flying starts at 9:30am. Lunch at noon. Club will provide hot dogs, hamburgers, cheese burgers and soda. Chef Dennis promises to be there grilling up some great hamburgers, cheeseburgers, and hot dogs. Please bring a favorite dish to share. There will be a brief meeting after lunch. It is another one of those fun times for flying, feasting, socializing, and remembering the good times.

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JULY MEETING REMINDER:

There will be a brief meeting at the Saturday, July 7th, GFF Family Pot Luck BBQ.

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Editor: Don Sanders dons@together.net