



Plane Talk

June 2016

Weeks 2 & 4 are our flying weeks,
Weeks 1 & 3 belong to the carters.

AMA Chapter 385, Jackson, Mississippi
Visit us on the web at: www.CCRCC.org

Club Officers

President: Bobby Day
Vice President: Lynn Roberts
Secretary: Kirk Sansom
Treasure: Bobby Folsom
Member at Large: D. J. Powell
Safety Coordinator: Paul Koiner
Newsletter Editor: Wayne Squires
Webmaster: Kirk Sansom



Ricky and Cody Hinton

Club Meetings

Providing the weather is good, we meet at 10AM at the field on the fourth Saturday. If the weather is bad we meet on the following Monday night, 7PM in the food court of the Mississippi Outlet Mall

Prior to each meeting an email will be sent out to announce the meeting place. Visitors are ALWAYS welcome.

Welcome

Spectators and friends are welcome to visit us at Hinkle Field located in Buddy Butts Park on North McRaven Road, Jackson. From I-20 west, take the Springridge Road (Exit 36) south 1½ miles to North McRaven Road, and then go east ¼ mile to park entrance. A current AMA license is required to fly at Hinkle Field. Also please be aware that some channels have experienced interference. Do not use channels 16, 17, 21, or 44 at Hinkle Field. No known problems have been reported with spread spectrum (2.4GHz).

May Meeting Minutes

Attendance:

Bobby Day - Club President
Lynn, VP
Paul Koiner - Safety Coordinator
Kirk Sansom - Secretary
Ricky Hinton
Cody Hinton
James Barfield

Bobby reminded members to register with the FAA if they haven't already.

The city finally cut the extended area that the club had been bushhogging. It was cut over the weekend.

Bobby encouraged members to get out and fly.

It was recommended to change the lock code since a non-member has been unlocking the gate and flying then leaving when members arrive. It was discussed how to change the code or if it would be better to replace the lock.

Old Business - it was asked about Denis Lott inviting HCC students.

October 22nd was set as a tentative date for the October Fly-in. Other details will be tabled for later.

The drainage issue was brought up and Bobby explained that he stressed at his last meeting with the city representative that it needs to be dealt with.

MMRC IMAC event (5/28) and Fly-in (6/4) - Bobby encouraged members to attend the events.

Bobby handed out lapel pins from AMA for club officers.

Get to know our Club Members

After several requests for bios they have finally begun to come in at the staggering rate of "**none per hour**". Please send in a short introduction letter for the other members.

Thanks,
Wayne

Meet Wayne Squires

I don't remember a time when I was not fascinated with airplanes. My first flying model was a Cox PT-19 Birdog with Thimble Drone .049 "real" engine. Santa Claus himself brought it to me in for Christmas in 1959. Needless to say, this plastic control line plane only lasted half way around the circle on its first flight.

After a few years I again became interested in flying models and visited the local football stadium. Younger members can't imagine what the model craze was like back then. There were many people sitting in the bleachers watching the two ring demonstrations of control line aerobatics. On the sideline were many pilots waiting their turn to fly.

I no longer wanted a plastic airplane, I wanted to fly something I had built. My first was profile Wildcat with a .049 Baby Bee engine. This poor plane was re-kitted many times over the next few months, but eventually I learned to fly the beast. The success of the Wildcat led to a Flying Fool, Ring Master, Nobler, Shark 45, Voodoo, Stearman PT17, Flight Streak and many other great flying machines.



Remains of Falcon 56's First Flight

When I decided to try RC, I built a Falcon 56. This technical machine had a Fox .15RC engine, and an F&M Reed radio set on 27MHz. The transmitter was tube type and the receiver was solid state. There were no joy sticks, only a panel full of toggle switches. The servos were not proportional; as long as you sent a signal they moved the commanded direction until the end of their travel. This plane made 1 flight. It was followed by a Mighty Mambo that made 2 flights. That ended my RC modeling for many years.

In the late 1960's and early 1970's I met a friend who was very involved with free flight. This became my passion for the next decade. He became my mentor and helped me to win many state level free flight contests. The high point was winning first place in D-Gas Free Flight in the highly honored King Orange International contest of 1972 with a 72" plane powered by a McCoy .60 running on 40% nitromethane.



Removing the winding tube from my Wakefield during the 1984 US Free Flight Championships

After moving to the Los Angeles area, I joined the LA Thermal Thumbers. They were a very old model airplane club that included most of the famous flyers who had been so instrumental in our hobby. I know that many of our members won't know these names, but they were the Wright Brothers of model aviation! They included Bob White, Carl Goldberg, Sal Tabi, Ed Lidgerd, Ed Wallenhorst and many others. After a few years of real hero worship, I became the president of the club. To fit in, I twice flew Wakefield in the United States Free Flight Championships in Taft, California. I did not win.

To reinter RC, I took an 80" Class C free flight and installed a radio. I removed the screaming contest engine and replaced it with an OS .25RC. Even I could fly that thing. It was so slow with the .25 that my wife called it the dragging fly.



Shortly after my solo flight in 1970

As far as full size aviation, I flew with the Civil Air Patrol for about 3 years. In 1970 I soloed in a Piper Cherokee 150 and 1956 Piper Tripacer. This part of our hobby turned out to be far too expensive for my pay grade. After about 40 hours, and my cross country flights, I gave up flying.

To jump ahead, in 1998 I was transferred to Raytheon in Forest. After the move, I built a Astro Hog, met Oscar Tissue and became a member of CCRCC.

The Crowd Pleasers



Which of us have not provided entertainment to the non-modeling public by unselfishly demonstrating one or more of the proper methods to re-kit a model?

None Reported, Whoopee!