

Mohawk Valley Firebirds  
c/o Cox  
360 Brady Road  
Burlington Flats, NY 13315



### JOIN BLOCKAID

Take a careful look at that picture of our pavilion. It hasn't changed from last month. Despite our plea, not a single new block all month. Here's the deal. Go down to Home Depot, Lowe's Jay-K or wherever and buy a 2'X2' patio blocks and donate it to the Club. In no time at all we could pave the entire pavilion. Support BLOCKAID!

#### Club Officers

**President:** Tom Paciello  
**Vice Pres:** Frank Grossi  
**Sec/Treas:** Pat Tomaino  
**Fld Mrshl:** Roger Gugnacki

**Instructors:** Pete Abbe,  
John Ciccolella, Steve Egert,  
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Joe Petrie

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# The Firebirds Flyer

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Another Relaxing Day in Paradise  
Part of the Club's representation at Paradise Fun Fly

### Paradise Fun Fly

While the weather started off a little overcast on Saturday morning of the Paradise Club's Fun Fly, it quickly cleared up and stayed that way most of the day until the wind came up later on. Nevertheless, there was

plenty of good flight time on a well groomed grass runway and the many Firebird members supporting the event took advantage of the conditions. By the way, as you can see, "taking advantage of the conditions" included soaking up some rays on the flight line. About 20 Firebird

members showed up over the two days of the event with a few hardy types attempting to camp out Sat. night. For some it was a short night! (Ask Joe, Steve or Tim.)

## The Day I Became an RC ACE

The day began like any other day in Florida in the middle of February --- BEAUTIFUL! It was a great day for flying and I was all set having charged up my Thunder Tiger Pegasus the night before. It was on my third flight of the day that I became an RC ACE. I was coming around downwind, when I clearly saw my right aileron part company and flutter slowly down while I was losing altitude. I thought to myself, be careful now, coordinate right rudder and you might get her down in one piece. It was at this point I lost sight of the Pegasus behind a row of trees. I held steady and sure enough she emerged on the other side and I was still in control. I announced my intention to land and started my final turn into the wind. I was amazed how well the plane was responding and secretly, I felt I had finally mastered this business of flying RC. By carefully feeding in just the right amount of rudder I was lined up perfectly for my landing. Throttled back, my rate of descent was right on and I greased her in. Terrific landing considering I was flying with only one aileron. As I began taxiing to my position, I suddenly lost control. The plane started to veer to my left heading straight for the flight line. I

dropped the transmitter and ran after the plane before it plowed into someone. Just in time, I grabbed hold of it and stuck my finger over the carb stalling the engine. Just then, a guy started yelling at me "What are you doing with my plane?" I responded, "Whatta ya mean your plane?" He said, "That's my plane you picked up". Then, the awful truth immediately hit home. I had been dry flying and landing someone else's plane!!!! It didn't help that he was flying the exact same plane I had -- a Thunder Tiger Pegasus. But where the hell was my plane? As it turned out, it had, predictably, crashed behind the trees, and at just the right time, his plane emerged from the other side of the trees. Needless to say, my day as an RC ACE was very short lived.



## On the lighter side

After every flight, pilots fill out a form called a gripe sheet. These sheets convey to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics correct the problems, and then respond in writing on the lower half of the form what remedial action was taken. The pilots review the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humor.

P=Problem logged by the pilot  
S=Solution/action taken by the mechanics

P: Left inside main tire almost needs replacement.  
S: Almost replaced left inside tire.  
P: Test flight OK, except auto-land very rough.  
S: Auto-land not installed on this aircraft.  
P: Something loose in cockpit.  
S: Something tightened in cockpit.  
P: Dead bugs on windshield.  
S: Live bugs on backorder.  
P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.  
S: Cannot reproduce problem on ground.  
P: Evidence of leak on right main landing gear.  
S: Evidence removed.

P: DME volume unbelievably loud.  
S: DME volume set to more believable level.  
P: Friction locks cause throttle to stick.  
S: That's what they're there for.  
P: IFF inoperative.  
S: IFF always inoperative in OFF mode.

## Wing/tail alignment

Get an old telescope antenna (the same type as found on transmitters). Use it as an adjustable-length measuring rod to compare critical measurements on airplanes during construction. This can help you compare the distance from one wingtip to the stabilizer and to make sure this distance is equal on both sides of the airplane. This ensures that the stabilizer is parallel to the wing.

## Securing Battery et al Connectors

Use dental floss to secure the airborne battery to switch plug connection in your model to make sure the plug doesn't come apart. Use dental floss to tie the battery and switch plugs together. It's thin enough to slip between individual wires in the plugs and wrap around each end of the plugs a couple of times, each time slipping the floss between the individual wires. Finish the tie job with a square knot. Low cost and very little added weight.



*Firebirds and Wal-Martians @ Childrens Miracle Network Function*



*"You see, It's a WING THING"*