January has been a little windy and cool with not to many brave souls coming out to the field. Both Dave and Byron drove to the field and returned home to the warm building rooms. Lower right photo is Byron’s fix up clean up corner. The lower left photo is of Leverne’s P-51 engine after the last crash. Tom Smith also had a 1.20 Saito explode in the air, must be the cold weather.

Byron started on his last Hollywood warbird design a 90" Corsair, the wing is a special challenge and the gear set up will be in the wing to give it a more scale frontal view.

The four aircraft in the photo below need spinners, fuel lines, servo and a new wing tube to be ready for 2009. A easy job with the hobby shop only blocks away. Thanks Dave and Susan. THINK SAFETY

ENGINE FROM LEVERNE P-51

BYRON’S MINOR REPAIR CORNER

A 2008 PILOTS REVIEW
"Better Than Chewing Gum"

During a commercial airline flight, a Navy Pilot was seated next to a young mother with a baby in arms. When her baby began crying during the descent for landing, the mother began nursing her infant as discreetly as possible. The pilot pretended not to notice and, upon debarking, he gallantly offered his assistance to help with the various baby-related articles. When the young mother expressed her gratitude, the pilot responded, "Gosh, that is a good looking baby. and he sure was hungry!" Somewhat embarrassed, the mother explained that her pediatrician said breast-feeding would help alleviate the pressure in the baby's ears. The Navy Pilot sadly shook his head, and in true pilot fashion exclaimed, "And all these years I have been chewing gum."

SAFETY OFFICER NEWS

Leverne Davis

We all must be AMA-NCRCF members to fly and as such we are all Safety Officers like it or not.

At all flying sites a straight or curved line's) must be established in front of which all flying takes place with the other side for spectators. Only personnel involved with flying the aircraft are allowed in front of the flight line. Flying over the spectator side of the line is prohibited, unless beyond the control of the pilot(s). In any case, the maximum permissible takeoff weight of the models with fuel is 55 pounds. Just a quick review of a AMA guideline. FLY SAFE SEE YOU AT THE FIELD

EDITORS SAFETY NOTES

Byron Sauriol

“Science, Freedom, Beauty, Adventure. What more could you ask of life? Aviation combined all the elements I loved” Charles A Lindbergh

RISK

The risk found in RC airplane flying is pretty simple. We lose airplanes for two basic reasons. Pilots lose control and crash into the ground. Or, they fly the airplane into something with it under control but in quite the wrong place. There are many ways to do either of those things. Mainly if we put every effort into flying the airplane within its envelope and mind the relationship between the airplane and terrain and obstacles the risk will be managed. A good pre-flight and working equipment never hurt either. Come on out and fly, you know its fun.
NCRCF FLIGHT INSTRUCTORS

**LEVERNE DAVIS 770 786 6550** is one of the senior members of NCRCF and stared flying long before there was a field in Newton County. He was flying at Stonecrest Mall when it was only a field next to I-20. Leverne has trained almost every younger member of our club to date. He is the one with the pink hat.

**DAVE FIELDER—770 784 9738** is one of our clubs top builder and flyer. From giant Warbirds to float planes Dave can get you flying in no time at all. Dave has perhaps more attention to detail of any member and is a top builder. Dave flew full size helicopters for the Marines for many years. He also owns the *Hobby South* in Covington. **770 786 6500 HWY 278 N.E.**

**BYRON SAURIOL-404 545 7903**
Byron is also a senior member of NCRCF and is available to train on anything except helicopters. He is a retired Naval Aviator who flew A1 Skyraiders, EC121s and A-6 Intruders in the Vietnam era. Most of Byron’s aircraft are Giant Scale Warbirds Quadra or Zenoah powered.

**MIKE CALENDER-770 843 5584 PRIMARY HELICOPTER**
Mike is out at the field most weekends and many week day nights with 5-6 other top notch helicopter pilots after 4pm One of the best.

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**CLUB OFFICERS 2009 AMA CHARTER 3009**

**PRESIDENT**
JEFF FUSS 706 468 8876

**V PRESIDENT**
STEWART COWTHORN 770 775 0784

**TREASURER**
JEFF FUSS 706 468 8876

**SECRETARY**
T. J. WILLIAMS 770-385-9219

**FIELD MARSHALL**
PETE WHITE 770 389 0686

**NEWSLETTER**
BYRON SAURIOL 404 545 7903

**SAFETY OFFICER**
LEVERNE DAVIS 770 786 6550

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**Warbird Schedule…**

*March 20-21: Warbirds Over the Panhandle, Marianna, FL*
*April 17-18: Warbirds Over 'Bama, Tuscaloosa* (tentative date)
*May 1-2: Warbirds Over AL* (tentative date)
*May 29-30: Warbirds Over Valley, AL*
*June 12-13: Warbirds Over GA, Andersonville*
We have 4 tables for Perry Georgia March 6-7th, gather up what you want to sell and bring it to Perry. Good way to sell what you are not flying and see old RC friends from all over the state.

Ah, the editorial! This is the section that I get to unload all of my frustrations, opinions, and observations and get away with it! **Don't forget the workday on April 11th 9AM!**

I just received the Dec 2008 issue of the AMA magazine & couldn't believe what I was reading on page 124 Straightening a bent crankshaft via hammering on the crankshaft?

Never hammer a steel mechanism w/ a steel object!--use brass or alum

Never hammer on a crank in the housing as you will destroy the bearings & ruin the tapered crank area as well as the key slot! (You will probably whack the crankcase or coil)

Don't determine crank run out via the prop--it can be untrue--use a dial indicator on the prop hub!

If you know for certain it is the crank that is bent & not the press fit of the crank halves that has slipped slightly--properly secure the case & bend the shaft (with an appropriate sleeve slipped over the shaft to protect it) w/ a PVC of metal pipe slipped over the sleeve. Go little by little w/ a dial indicator ck each time.

The easiest way to repair a gasser with a bent (twisted) shaft is to send it to Ralph Cunningham RALPH CUNNUNGHAM
RC IGNITIONS
1800 E Whitehall DR
Williams, AZ  86046-9020

for about $40.00 it will come back like new. Dick Bennett also will do a good job on any gas engine but you can't beat Ralph's prices.

B&B Specialties
14234 Cleveland Road
Granger, IN  46530
219 277 0499

Whatever happens, this club badly needs more member participation. Right now the club is being controlled by a small minority of members doing several jobs at once. We need some other members to step up and shoulder some of this responsibility.

My interest is in Warbirds and aerobatics and hopefully this year, more members will become interested in precision flying rather than burning random holes in the sky. Also hope more member will join in the fun of GSWA flying at the many Warbird events in our area. gswa.org

It's off to Perry, GA & GAMA on March 6th—7th for the annual RC Show. Hopefully, I'll get some good flicks and some stories to tell in next months editorial.

**PS: TAKE HOME YOUR CRAP WE DO NOT HAVE GARBAGE PICK UP...TONS OF MT FUEL CANS TURNS NCRCF INTO A DUMP AGAIN...TAKE IT HOME YOURSELF...**