

Intro

If you have any ideas, articles, or stories for the newsletter, please email me, or call me to get it submitted. grippm@bellsouth.net

Just a reminder that the club dues for 2004 were due on February 29, if you haven't paid, you are overdue, and have no rights at the flying field until you get current with your membership fees. Please see any officer to submit your payment along with an updated application.

Club Officers

The elected officers for WTRC for 2004 are:

President: Tim Treneff
Vice-President: Jeff Layman
Secretary: Mike Grippin
Treasurer: Anthony Harden
Safety Officer: Dave Huff
Field Marshall: Rickey Gateley

Rants & Raves from the Safety Officer

Here are a couple of more definitions for you to think about...

Reckless and careless. The definitions are from Webster's Dictionary.

reck·less

Pronunciation: 're-kl&s

Function: *adjective*

1 : marked by lack of proper caution : careless of consequences

2 : Irresponsible <*reckless* charges>

care·less

Pronunciation: -l&s

Function: *adjective*

1 a : free from care : <*careless* days> **b** : Indifferent, Unconcerned <*careless* of the consequences>

2 : not taking care

3 : not showing or receiving care: **a** : Negligent, Slovenly <*careless* writing> **b**

: Unstudied, Spontaneous <*careless* grace> **c** *obsolete* : Unvalued,

Disregarded

dan·ger·ous

Pronunciation: 'dAn-j&-r&s; 'dAn-j&rs, -zhr&s

Function: *adjective*

1 : exposing to or involving danger

2 : able or likely to inflict injury or harm

A profesional aerobatic pilot plans ahead. He knows where he is going to be when he gets done with a manuver so he can set up for the next one. We to need to be thinking further ahead than what we are actually doing. He also takes in to account an "escape route" incase things go wrong. This easily done by keeping a certain distance and not flying toward a populated area such as, the crowd.

It is a rule at our field that we will not willfully fly in a careless, reckless and/or dangerous manner. Think about it. If we don't take the well being and safety of our fellow pilots, we *are* flying in a careless, reckless and/or dangerous manner. Cut and dried in black and white. Done deal.

Think about it! Just think....

Dave

That's it for this month!

President's Corner

From the President

I want to take a few lines to thank everyone who showed up at the February meeting and participated in the election process. Special thanks to Herve and his nominating committee for canvassing the club for potential officers.

This month we have a lot of items in progress or need to be in progress for the spring field preparation. Remember that May 22nd is the spring fly-in and we want to have the field especially nice for this event.

Done Items:

The door on the rest room facility has been upgraded by Jerry Tate. The door was hard to close but Jerry said he could "handle it"! Yours truly also replaced the upper and lower door closers (springs). There is still a slight rubbing of the door frame. We need someone to expand the door frame in the center about an 1/8 inch to make the whole system work nicely.

In progress:

Mike Grippin and I started to do maintenance on the mowers. The John Deere was a slam dunk, but the Jacobsen has turned into a major event. We now have Mike Grippin, Scott Hubble, Jeff Cowan, and me each doing different parts of the maintenance. One thing we found out is that anything that has to be done on the mower units has to be multiplied by five! It also cost us \$500.00 in parts to get the reels in well maintained condition. The good news is that this machine is designed to be run 7 days a week and should last a long long time with the minimal use we give it. Also, we need to be careful to not leave ANY objects on the ground that could dull the blades. Be sure to pick up broken props, rubber bands, cable ties etc.

While on the subject of picking things up, we have been asking the smokers to not throw cigarette butts on the ground. If you must smoke, then take your butts home. There are none of us paid to pick up after you. This is a private club and taking your own trash home is one of the club field rules that everyone agrees to when joining the club. I would suggest that if we continue to have cigarette butt litter that we declare the whole facility to be non-smoking.

New projects:

At the February meeting, the club approved to buy enough material to build a permanent rope line on the west side of the parking area to replace the ugly surveyors tape. Tim Morris has agreed to dig the post holes and Mark Taylor has agreed to drill the posts. I must admit that I am delinquent on getting the posts due to the time being spent on mower maintenance. I hope we can do this in the next few weeks.

The club is also going to decide on a sun shelter design by Roger Bivins at the March meeting. We expect to authorize this and get it constructed before the May Fly-in.

General Notes:

Please use common sense when driving on the grass parking areas. It would be nice if we parked in different areas intentionally so as to give the grass in the pit area a break. Moving the tables farther away from the rope line also helps give the grass a break.

Spring Fly-in:

Soon we will begin plans for the spring fly-in. It is May 22nd and there will be a \$10.00 landing fee for all pilots including club members. Considering how full the parking lot is on a normal Saturday or Sunday, we will need to be sure to have complete organization from parking to flight lines. If you are willing to work, let us know your interest and how long you can work. We will need volunteers all day for the following positions.

Event Setup (Friday)

Parking Control
Pilot registrations
Radio Impound
Aircraft Inspectors
Ready box (staging lanes) coordination
Flight line coordinator / safety officers
Concessions coordination, Cooks, Servers
After event teardown and clean-up
Publicity coordinator

Club Fun-fly:

I have been approached by several club members to have an internal club-only fun fly event as we have had in the past. These are usually no charge, no prize, just have fun events. Perhaps we could have an event that would have differing degrees of difficulty making it fun for all levels of experience. Of course we would need to close the field on a Saturday or Sunday afternoon during this time. Maybe we can pick a date at the this month's meeting.

That's all for now.
The Prez has left the building!

Field Notes

Well, we are in the midst of our first annual maintenance on the Jacobsen tractor. We initially were trying to just get the reels sharpened at the lowest cost. We succeeded in that; however, as we tore it down to get the reels off, we found bearings that were bad, bed knives worn out and bolts that were seized or sheared off. Long story short, it's going to end up costing us about \$400 to get the tractor back up into cutting shape. The good news is that for at least the next 2 to 3 years we won't be facing any major expenses in the cutting portion of the tractor.

The field will be sprayed with Roundup during the week of March 8-12, provided we don't get a lot of rain. This application is to kill of any weeds that are taking hold right now. I'll be following that up with aeration and a light application of general purpose fertilizer.

If you've been to the field lately, you must have noticed that the grass immediately inside the rope at the pit area is getting worn to the point where it's nothing but dirt. It takes a full growing season for worn spots like that to recover. To assist in helping that problem, please try to move your set up area a little further forward so we're not beating down worn spots.

Trash at the field. Members, it's getting out of hand. I know you're probably tired of hearing about it, but it's been mentioned several times about picking up your trash and taking it with you. This includes cigarette butts, rubberbands, fuel tubing, or anything that doesn't grow there. Honestly it seems to me that

more trash is ending up out there, even after all the pleading we've done to ask you to help in keeping in clean. Please, Please, Please, when your done flying, simply pick up all trash that's within your set up area. This includes any trash that you didn't put there. If everyone would simply police up their area, even if they didn't put it there, the field would clean itself up.

I'm looking forward to a good growing season with the grass this year, and with your help, we can have our field be a pristine example for other fields to follow.

Buddy Boxes.....If you get one out of the shed for use, make sure you put it, and the cord back where it was. Your keeping us from helping in training other new folks or demonstrating to folks if the boxes are not available.

UPCOMING EVENTS

The Model Aviators of South Arkansas, El Dorado, Arkansas will be having their 2nd annual swap meet on March 6, from 9 to 5. Two dollar admission. For more information or directions, see their website at www.home.earthlink.net/~gjjg2066/masa/masaHome.html

The ROCKET CITY RC Club of Huntsville, AL is having their annual winter swap meet on March 20, 2004. It will run from 9 am to 3 pm. To see the flyer for this event, go to their web site at www.rocketcityrc.com

Chop Talk

Hello again, hope everyone's well.

This month in Chop Talk I want to talk a little bit about heli setup. This will be a two-month segment because if I put it all in one month it would be rather lengthy. I know after one good look at your heli your thinking (what in the world do I do, there are so many moving parts on this thing, I don't know where to begin). Well just set back and take a deep breath and relax. I will try to make this as painless as possible.

First thing you want to do is make sure you use the correct swash plate modulation. There are basically two types ccpm and standard mixing. Ccpm is where you will use all three servos which are pitch, elevator and aileron to raise the swash plate up and down, they all three will work in unison to accomplish this. The other is standard mixing which only uses the one pitch servo to move the swash plate up and down.

Once you find your correct swash setting, you will need to make sure that

everything is moving in the right direction, to do this look at your swash plate. That's the round thing on the main shaft that has all the linkages hooked to it. With your left stick move it up like the throttle on your airplane. When you do this your swash plate should move up. Lower your stick and it should move down. If this is backwards you will need to reverse your pitch servo. It should be channel 6. Repeat this with your forward and aft cyclic or as some people call it your aileron and elevator. With your right stick in the up position your swash should tilt forward and down should tilt back. Move the stick to the right and the swash should tilt to the right and left will tilt to the left. If any of these are backwards just reverse the corresponding servo for proper operation.

After this is achieved you need to set all your ATV's (which is your travel limit left to right of your servos) at 100%, you also need to center all your sub trims. You must have equal deflection left to right for proper operation. This action will insure you have equal deflection left and right. Once this is accomplished you will eye ball your swash plate and make sure it is level. It should not lean right to left or forward to back, you want it dead level. Do not bother with the pitch servo yet. Except for proper operation up and down. Next with the power on and the servos in the neutral or center position align your servo horns so it will be parallel with the other arm you are attaching to. Choose the right arm on the horn to accomplish this without any sub trim. Now then attach your linkages to the servo horns and your swash plate should be level without any trim at all. You should also note that you have equal movement left to right, forward to back. If you still are off a little don't sweat you can adjust the linkage rod to achieve dead center.

Last you will need to center the rudder movement on the tail shaft. You want equal movement left to right on the tail shaft like on the swash plate. Follow the steps above to center and attach your rudder servo. It is very important on a helicopter to do the steps above. If you do you will be rewarded with a great flying heli!

Well that has the aileron, elevator and rudder covered. Look in next months Chop Talk as I discuss Proper Setup of pitch and throttle. I hope this has been some kind of help for you and as always you can e-mail me at ricgat@aol.com for any questions or comments about my article.

HAVE A GREAT DAY!!!

Ricky Gateley

Building & Repair Tips

WOW, so many questions I've been asked over the last month, it's been hard for me to pin down one subject to talk about. So for this month, let's just talk about fuel for our planes.

There are 4 basic fuel categories that us RC flight folks use. That's 2-stroke glow, 4 stroke glow, diesel, and Gas. I'll start with the simple ones.

Gas is used in gas engines only, and it is a mixture of Gas and oil that you mix yourself, almost identical for what you run in a chain saw, or a weed eater. It's cheaper than our glow fuels, so more economical to run. The only downside is that the engines themselves are fairly expensive and since their displacement is fairly large, they are only suitable for fairly large and heavy planes. But, if that's what you like to fly, the big'uns, gas is the only way to go.

Diesel is only used in glow engines that have been specifically modified to burn diesel fuel. I've never experienced one, so can't add a lot about the topic. My understanding is that a motor converted to run on diesel will provide more power, and again since diesel is cheaper than glow fuel, it's more economical.

Now onto the biggie of the glow fuels. All glow fuels, regardless of 2 stroke or 4 stroke are made from a blend of Nitro-methane, alcohol, and either natural castor, or synthetic castor oil, and then the myriad of manufacturer additives. Of course, those that are labeled for 2 stroke or 4 stroke, it's pretty easy to tell what to use. But, how do you answer the question of "What is the best fuel I should be using?" Boy howdie, is that a hard question to answer. There are just so many variables to take into consideration, that I don't think any of us could answer that question with 100% certainty. There are over 20 major manufacturers of RC glow fuel in the US, and each touts their product as the best to use in each application. The starting point for any answer should be look for a fuel that has at least an 18% oil content. That figure comes from the engine manufacturers, almost all of them recommend that whatever fuel your using (at least in the beginning) have at least 18% oil content. After that, which brand do you use????? Well, why do some of us drive fords, others, chevy's, and others dodge, then of course we have the weirdo's that drive Volkswagens. My point is, it's personal preference. If a maker was putting out a crappy product, they wouldn't be in business long, so it'd be safe to say that just about any brand would do, again, it's just personal preference.

Now I'm going to step on a lot of toes with my next part. NITRO Content. As you notice, it's sold in many variations, the most common being 5%, 10%, 15% and 20% nitro. If you walk the pit line one day and ask every flier what's the best nitro content to have, your gonna get an answer that covers all the possible scenarios. If I take the heli pilots out of the equation, I can make a statement that cannot be refuted. That is that for the bulk of us common circle the sky fliers, there is NO WAY we can tell the difference between 5% nitro and 15% nitro content. You'll find that your engine will perform the same throughout the range. I've settled in on a 10% nitro, 18% synthetic castor blend, and I'm not particular about manufacturer. Why? It fits my budget and has not shown any adverse effects on any of my motors, and some of them are over 20 years old. Does that mean it's right for your motors. No, you have to go through the lineup yourself, and determine on your own what fuel you'd like to fly in your planes. But remembering that you probably won't be able to tell the difference in the nitro content, why shell out the extra 3 bucks for that higher nitro content when the only thing it will do is make you feel better.

I know that this column did not answer any particular question about fuels, but I hope that it gives you something to ponder the next time you walk into the

hobby shop and try to select the fuel you're going to burn.

FOR SALE ITEMS

Ryan STA-M with new O.S. 1.20 FP and Futaba 6X-A radio. It is ready to adjust the engine and go fly. It has been flown a couple of times by Jeff Layman and it flies great. 850.00 gets the whole outfit.

Stearman Bi-plane with .90 Thunder Tiger. Servo's in wings. No radio.
250.00

Scratch built racer with .60 Thunder Tiger. Has flaps. Servo's in wings
250.00

Raven with 1.08 Magnum. New engine. Plane needs a small amount of work for it to be ready to fly. 300.00

Joss Stick ARC NIB. 175.00

If anyone is intrested, call me at 664-2237, 697-7303, or e-mail at anthony61@earthlink.net.

Donation lookout

We're always on the lookout for anything good that can be used at the field. Hand tools would be nice, we have some, but could stand to have a few more things. A hammer, drill bits, etc. If you have something you'd like to donate, look in the shed to see what we are lacking.

Next Club Meeting

Next meeting will be Tuesday March 9, 7 pm at Shoney's. I think the agenda will include a decision on building a sun shelter. So if you want your voice to be heard, plan on being there.

Links

Here are some links to some pretty helpful websites:

[West Tennessee R/C flyers rc planes remote control airplanes r/c r-c flying aircraft wtrcf](#) – our new and improved website, courtesy of Alex Treneff.

<http://rcbay.net/>

our very own combat site by Alex: <http://webpages.charter.net/combatcrazy>

<http://rcgroups.com/>

[RCUniverse - The Ultimate RC Forum! - Buy, Sell, Trade and Discuss RC Airplanes, RC Helicopters, RC Cars, Boats, Engines, Radios, Park Flyers and more plus RC Classifieds](#)

[Radical RC](#) This is a great place to buy batteries, switches, harness and all kinds of goodies, go take a look.

[R/C Battery Clinic](#)

[Academy of Model Aeronautics](#)