



Le Journal d'Escadrille

September, 2009

Find us on the web @ 114thrc.org

A newsletter for the
members of the 114th
R/C Aero Squadron.

Next Meeting Sept. 8, 7p.m.

At The Field

President's Message for September, 2009

The summer is almost over. We have had some great weather for flying and the field looks great. Please thank Dave Symank the next time you see him at the field. I was at the field one Saturday when he mowed. It took him less than 20 minutes to have the field up and flyable again. Dewey Walker and I have had several meetings with the city of Grapevine and the Corps for the purpose of cleaning up our area. The field itself looks great but the pipe fence, pump house and the scrub trees around the pump house can use some work. I hope to have details regarding planned activities and work days solidified by the meeting on Tuesday, September 08, 2009. Any actions we undertake will need approval through the City of Grapevine and the Corps of Engineers. Both groups have been easy to work with. This is due to the efforts of Darrell Barabash and former club officers. They laid a great foundation to work from.

There is an annual track meet scheduled for Saturday, September 12th, 2009 starting in the early morning and running most of the day. I had Bob Carreras send out one of his famous e-mail alerts to let everybody know about a possible conflict. The work I had planned for that Saturday has been modified and will be discussed at the meeting. We will be able to fly as long as we stay west of the runners. We will require a spotter to be at the field during flying to watch for runners entering our area. Small aircraft or helicopters that do not over fly the East end of our flight area will not require a spotter. Runners have been practicing the last 2 weeks without any conflicts. Our next program will occur once we move back to Paradise Cove following the end of Daylight Savings Time. The indoor facility is much better for presentations. Please send me your ideas for topics. See you at the meeting at the field on Tuesday, September 08, 2009.

Mark Haman

TO REPEAT

On Saturday, September 12, 2009 there will be a **High School Cross Country Race** that runs down the east end of our field and below our normal traffic pattern.
Flying will be restricted for safety reasons.

The Race will take place all day.

This date may become a field work day. Final plans will be discussed at the September 8th meeting held at the Flying Field at 7pm.

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August 2009 Newsletter Article

I hope everyone is doing well. This month's article will be brief due to a lot of business travel that I've had to endure over the last several weeks.

The first thing that I would like to comment on is how nice the field looks. Other than a few varmints digging a few holes, the field really looks good. Even "Retract Hill" seems to have smoothed out quite a bit. Bob Hubbard has done a wonderful job in making sure we have a great looking field to fly on this year. I also want to commend Dave Symank for his efforts in keeping the field mowed during this extremely hot summer.

The process of acquiring a storage container for the field is progressing along very nicely. We have already gained the permission from the Parks Dept. to proceed with the purchase of the container. Mark Haman & I are scheduled to meet with a representative from the Corp of Engineers on Tuesday, Sept. 2nd. During that meeting, we hope to get Corp. approval to proceed with this purchase. If all goes well during this meeting, we will have all the necessary approvals to get started on this project.

Our Wednesday afternoon fixed wing training sessions have been well attended. I want to thank all of the instructors that have offered their time to help others get started in this great hobby. Thanks again guys. That's about all I have for this month. See you at the field.



A NOTE FROM AMA INSIDER'S TECHNICAL EDITOR

A short time ago, a modeler wrote Ed McCollough (your humble technical editor) the following:

"Noticed and noted on the foot of page 66 of March Model Aviation underneath the picture of the Spektrum/JR flight logger, it is recommended that six-volt battery packs be used on ALL 2.4GHz receivers."

Called Horizon Hobby on the phone; they confirmed this statement. It was suggested the same six volt usage for other brands also. would like to suggest the general membership be made aware of this when 2.4 GHz receivers are used in glow/gas airplanes/helis to preclude possible in-flight loss."

When I read this, I agreed with him and wrote him I would get on the problem. Please, read what he wrote and consider it very, very carefully. Unfortu-

nately, the answer to his question hasn't been that quick or easy, but for the time being, here it is:

If you are flying a 2.4 GHz system, follow the manufacturers' specifications for the voltage. If you are using a separate voltage pack for the receiver, be absolutely sure it has enough voltage to run the receiver. A common 5.0-volt receiver pack may not have sufficient voltage to run your particular receiver. Actually, if you used a six-volt pack and it was adequately charged, it should be sufficient, regardless of the manufacturer.

There is one problem, when using a six-volt pack if it isn't required by the manufacturer of your system. That problem will likely happen if you are using digital servos. If you drive some digital servos with six volts, there is a high probability you will damage the servos because of the higher voltage. Remember, if the servos fail, it won't make much difference that your receiver is still working.

August Model of the Month



Winner of the August Model of the Month contest was Chris Locke with his beautiful Stinson Reliant. He beat out some other great models which all look like winners.



FULL SCALE STINSON



TIPS & TRICKS

Sandblaster Sandpaper and Foam Sanding Blocks

There has been some recent discussion on SAM Talk about the merits of a 3M product called Sandblaster Sandpaper. It's available at Sherwin Williams Paint Stores and at Home Depot, and is supposedly superior to all other forms of sandpaper. It doesn't like getting wet or high humidity—not usually a problem in Southern California. But it's said to last for a long time and cut very well. The SAM Talkers had another tip about a source for sanding blocks. Apparently paint and dry wall stores carry white foam sanding blocks that are about a foot long and two- or three- inches wide. The back of the block is molded in a curved shape to fit your hand. The large block would be just the ticket for sanding an old timer wings, and the foam backer wouldn't tend to dig in. Of course you can chop that foam block up into just about any shape you want for smaller sanding blocks.—*From the Southern California Ignition Flyers newsletter*

Tail Weight

During the process of building your next masterpiece, it may become apparent that tail weight is required. Lead weight for fishing lines is available at most sporting goods stores in the form of round (about 1/8-inch diameter) strips, several inches long. The strip lead is easy to cut up and embedded in the model during construction. For example, strips of lead inserted under the triangle stock can be used to reinforce the fin or stabilizer on most model designs. It can also be inserted into wing tips to provide lateral balance.

—*From the Concord Skyhawks, reprinted in Schoolcraft Skyhawks R/C Airplane Club newsletter*

Bob Carreras was stuck in Canada with no computer in which to do the newsletter. I was alerted at the last minute and put together a couple of pages which reflects all the input I received. Bob will be back with his weighty tome next month. DICK LESSARD

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