

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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IMAA Charter# 623

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Current News

Well, another year has come and gone. We only had three major expenditures, the trees, a water pump, and a boat engine. Reoccurring expenses which includes mailings, billings, field maintenance, etc were \$5207.06, and the net income for 2008 was \$5311.85. One of the major reoccurring expense for the club is the newsletter. In order to reduce this cost, I will be asking the membership to indicate if they will get the newsletter from the web site and forgo the monthly mailing to their address. Further savings can be realized by adding a member's area to the web site to allow only members to access an up to date membership roster, and other members only information. I plan to try and implement the member's section to the web site this year. I will let you know any news or details of this part of the web site in future newsletters.— Steve.

The 2009 club dues and fees are due January 14, 2009 for those who have not returned their billing statement. Please have them to me as soon as possible. I am trying a new membership card this year. It allows me to easily make up a membership card and letter for all new and current members. Please let me know if you have any suggestions or comments about these new membership cards.

The club held its toys for tots toy donation at the field on December 14, 2008.

Unfortunately, with the dismal weather, we had a relatively dismal turnout. I was the only one goofy enough to fly that day. But we did gather some toys for needy children. Thanks to Jim Scott for doing the lions share of the work including the kitchen duties with his family.

Have a Happy New Year....

PILOTS CORNER

How to Adjust a Two-Needle Carburetor

From the Spirit of St. Louis R/C Flying Club, St. Charles, Missouri

Typically, carburetors come from the factory close to being preset. If you have torn down your carburetor for a thorough cleaning and examination, or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needles until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle-stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 steps for setting up almost any two-

needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about $\frac{1}{4}$ to $\frac{1}{2}$ turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out $\frac{1}{2}$ to $\frac{3}{4}$ turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just $\frac{1}{4}$ turn. Repeat step 9.

When you are finished, at about $\frac{1}{2}$ -trim setting, you should be getting a good fast idle at high-throttle trim. You should be able to shut the engine off at full low-idle trim. That's all there is to it!

Santa by the Numbers Consider the following:

1) No known species of reindeer can fly. BUT there are 300,000 species of living organisms yet to be classified, and while most of these are insects and germs, this does not COMPLETELY rule out flying reindeer which only Santa has ever

seen.

2) There are 2 billion children (persons under 18) in the world. BUT since Santa doesn't (appear) to handle the Muslim, Hindu, Jewish and Buddhist children, that reduces the workload to 15% of the total - 378 million according to Population Reference Bureau. At an average (census) rate of 3.5 children per household, that's 91.8 million homes. One presumes there's at least one good child in each.

3) Santa has 31 hours of Christmas to work with, thanks to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical).

This works out to 822.6 visits per second. This is to say that for each Christian household with good children, Santa has $\frac{1}{1000}$ th of a second to park, hop out of the sleigh, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat whatever snacks have been left, get back up the chimney, get back into the sleigh and move on to the next house.

Assuming that each of these 91.8 million stops are evenly distributed around the earth (which, of course, we know to be false but for the purposes of our calculations we will accept), we are now talking about .78 miles per household, a total trip of 75- $\frac{1}{2}$ million miles, not counting stops to do what most of us must do at least once every 31



hours, plus feeding and etc.

This means that Santa's sleigh is moving at 650 miles per second, 3,000 times the speed of sound. For purposes of comparison, the fastest man-made vehicle on earth, the Ulysses space probe, moves at a poky 27.4 miles per second - a conventional reindeer can run, tops, 15 miles per hour.

4) The payload on the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium-sized lego set (2 pounds), the sleigh is carrying 321,300 tons, not counting Santa, who is invariably described as overweight.

On land, conventional reindeer can pull no more than 300 pounds. Even granting that "flying reindeer" (see point #1) could pull TEN TIMES the normal amount, we cannot do the job with eight, or even nine.

We need 214,200 reindeer. This increases the payload - not even counting the weight of the sleigh - to 353,430 tons. Again, for comparison - this is four

times the weight of the Queen Elizabeth.

5) 353,000 tons travelling at 650 miles per second creates enormous air resistance - this will heat the reindeer up in the same fashion as spacecraft re-entering the earth's atmosphere. The lead pair of reindeer will absorb 14.3 QUINTILLION joules of energy. Per second. Each.

In short, they will burst into flame almost instantaneously, exposing the reindeer behind them, and create deafening sonic booms in their wake. The entire reindeer team will be vaporized within 4.26 thousandths of a second.

Santa, meanwhile, will be subjected to centrifugal forces 17,500.06 times greater than gravity. A 250-pound Santa (which seems ludicrously slim) would be pinned to the back of his sleigh by 4,315,015 pounds of force.

In conclusion - If Santa ever DID deliver presents on Christmas Eve, he's dead now.

Cash Flow Report

Income			Expenses	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$1,975.00		Port-o-potty service	\$140.00
Net Event Income	\$0.00		Gate Locks	\$64.51
			Pest Control	\$40.00
			State Fees	\$20.00
			Newsletter & member cards	\$324.46
			Toys for Tots Expenses	\$302.10
Totals	\$1,975.00			\$891.07

Last Month's Total	\$12,367.52
Income	\$1,975.00
Expenses	(\$891.07)
Balance	\$13,451.45

**The January Club meeting is scheduled for:
Wednesday, January 14, 2008 at 6:30 pm
at the Police Station at 10th and G sts.**