

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

President: Jim Scott - 209-576-7549

Vice President: - N/A

IMAA Charter# 623

Sec/Treasurer: Steven Howie - 209-847-0567

Membership Chairman: Mike Cummins - 209-985-1550

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www.rcflyersunlimited.com

Current News

I have sent out the annual membership information form/invoice to each member for the upcoming year. Please return the form with all corrected information and fees/dues owed. Even though you may not have any fees owed and the form is current, it is imperative that you return the form. Otherwise, you will be dropped from the roster. This allows me to keep the membership roster current.

Just as a reminder, please do not fly prior to 10 am during duck hunting season. The 2007-08 season is Oct 20 through Jan 27. Your cooperation is appreciated.

Club nominations for the 2008 club officers are as follows:

Jim Scott	President
Jose Macias	V. President
Steve Howie	Secretary/Treasurer

The elections will be held during the November club meeting.

If you wish to get advanced weather forecasts for Woodward reservoir and the flying field, fire up your computer, open your web browser, and enter www.boatramps.com. Go to the bottom of the page and select the Stanislaus County ramps link and select Woodward reservoir. This will give you the weather conditions at

the lake.

Even though, we have a pest control service to control the yellow jackets and wasps at the field, there are still a large amount of them flying around. Please be careful when you are at the field so as not to get stung by them. Hopefully, when the air temperature gets a little lower, we can spray them in their nests. This way we can better control these pests.

I want to take this time to thank all of the members that helped keep our field looking great. These include the cleanup projects, spot spraying of weeds and yellow jackets, and the various building and other improvement projects. I also want to thank all of the people that helped and/or participated in the various flying events this year. Even though, it is just fun to go the field and fly your plane and relax, field maintenance and improvements are essential to keeping the field in top condition and inviting to all our members and guests. It gives the field a marked appearance of professionalism and integrity that will go a long way to ensuring our continued existence at this location.

If you have any suggestions for field improvements including flying events, please come to any of the scheduled club meetings and voice your suggestions. If you can't make the meetings and you wish to give any suggestions, please contact a club officer (including our membership chairman, or safety officer) and state your suggestion.

PILOTS CORNER

Antennas

From the Aero R/C Club, Lennon, Michigan

With all of the technological advances in transmitters and receivers, we spend more time learning how to use the new features to improve our flying enjoyment. It is easy to forget that these complex signals must be sent from the transmitter to the receiver in the aircraft, and it is the antennas of each that are most important in maintaining a strong signal.

Metal-whip transmitter antennas can take a beating and should be inspected regularly. Inspection before each flying session is not a bad idea. Things have a way of happening during transport to and from the field, and back at the hangar.

Extend the antenna fully and give it a mild shake. Look for slop between the sections as this can cause an intermittent connection. If any section slides back (collapses) without force, replace the antenna. Also check that the antenna is tightly screwed into the base. Sometimes the threaded inserts break loose.

Never use metal gadgets to attach the frequency flag. Clean with tissue and alcohol, and lubricate with WD-40. If a section breaks, it can be soldered together with brass tubing while you wait for a replacement. Receiver antennas must be handled gently. Do not pull on the connection at the receiver body. The antenna should be routed at least 2-inches clear of other electronic parts. When bundling the receiver in foam, be sure the antenna comes out one end and the servo/battery wires out the other. Never attach the receiver antenna with a metal clip. Route it through plastic tubing, or tape it in place. If a portion of antenna breaks off, an extension can be spliced on and covered with shrink tubing. The actual standard wavelength is about 4 meters, but most manufacturers of radios used in the US use 1/4 wave antennas at approximately 3 feet (about 41 total inches is better,) and some Park Flyer, single-

conversion receivers are less. A few inches in length is not critical.

The new 2.4 GHz radio systems will improve the reliability of antennas because they are only a few inches long, but existing radios have a lot of life in them. In any case, the gold standard for determining a good radio signal is a range check with the engine running. Take the few minutes of time to check your antennas.

RC Airplane Definitions

From the Anoka County Radio Control Club, Inc., Coon Rapids, Minnesota.

Prop Nut: What a glider pilot calls power pilots.

Pucker Factor: A factor that exponentially gets higher, as your out-of-control airplane gets lower. At the high end of the scale, changing your shorts is necessary.

P51 Mustang: What beginners use to learn to fly.

Radio: An expensive electronic device to randomly alleviate overcharged batteries. A device that enables an airplane to crash different places than it normally would.

Radio Glitch: A documented electronic occurrence, causing immediate and irreparable loss of control. The source of a crash when there is a possibility of someone else's radio in close proximity to the airplane.

Receiver: The part of your airplane that picks up interference.

Sink: Non mythical meteorological event stimulated by RC Soaring pilots.

Skid Protector: Another word for a spinner.

Snap Roll: After a nice high G roll, something snaps, usually the wing.

Spinner: A critical part of the landing gear.

Stall: What you tell your wife when you want to take it up "one more time."

Swept Area: The only part of your apartment that is not covered with balsa dust.

Tail-dragger: An RC pilot that has just spent the last hour looking for his airplane in the woods.

Thermal: A mythical occurrence of rising air.

Tip Stall: Offering several minutes worth of unwanted advice to a nearby pilot, instead of taking your turn to launch off the winch. Used when sink is in the air, and contest points are at stake.

Trainer Cord: A handy device for electronically installing false confidence into rookie pilots.

Tree: Implement used to separate wings from fuselage.

Upwind Turn: Same as downwind turn. NO, IT ISN'T! YES IT IS!! NO, IT ISN'T! etc.

Wetted Area: After Rex the wonder dog finds the pit area.

Wing: A device that, due to its airfoil, allows air to flow faster over the top, thereby allowing you the opportunity to pour excess funding into the resulting low pressure area.

Cash Flow Report

<u>Income</u>		<u>Expenses</u>	
Club Dues (including initiation fees, field assess- ment fees, and	\$325.00	Port-o-potty service	\$265.00
	\$0.00	Newsletter/Billing	\$379.55
		Pest Control	\$40.00
		Boat Registration	\$20.00
		Raffle	\$63.35
Totals	\$325.00		\$767.90

Last Month's Total	\$4,340.28
Income	\$325.00
<u>Expenses</u>	<u>(\$767.90)</u>
Balance	\$3,897.38

**The November Club meeting is scheduled for:
Wednesday, November 14, 2007 at 6:30 PM
at the Police Station at 10th and G sts in Modesto.**