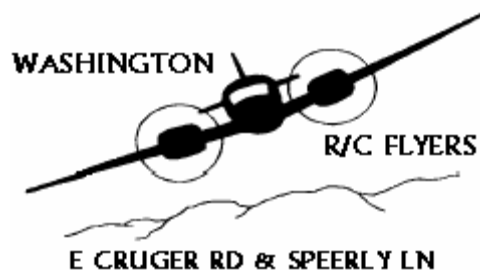


Washington R/C Flyers Newsletter



April 2006

www.washingtonrcflyers.com

Next Meeting



Our next meeting will be at Katy's Restaurant in Washington on Tuesday, April 11th.

Mow Schedule



Grass seed was sown in the bare spots at the field the week of March 27. Plans are in the works to have the field rolled after the new grass matures a bit. With a little luck we'll have a smooth uniform stand of grass to fly on this summer. You can do your part by watching this spot and mowing on your assigned date. See Mowing Guidelines attached to this Newsletter.

Safety Tip of the Month

Did you review your equipment last fall? Great! Its time to review it once again! Be safe this spring and go over all your equipment to make sure it's in tip top shape for the 2006 flying season. Check for

the dreaded Black Wire Disease.

Here's a brief explanation:

<http://www.rcbatteryclinic.com/blkwire.html>

From the Presidents Hangar

Spring is here! Several members have been preparing the field and equipment for another year of fellowship and flying. Grass seed has been purchased and the bare spots are being tilled and planted. After the seeding is finished, the plan is to roll the field. The mower has been serviced and is ready to go. Work parties will be organized to do some spring clean up. The Site Committee has been busy getting the construction plans and final estimates ready so when the weather breaks construction of the shelter can begin. The events chairman has a slate of activities scheduled. A static display of an aircraft and radio equipment has been erected inside the Washington Library and will be on display for the month of April. Plans are underway to have a presence and display at the Prairie Air Show. Also under consideration is a static display, similar to the one at the Library, at the Washington Cherry Festival. All of the above would not be possible except for YOU! Think about it!
Vern

| | |
|------------------------------|-----------------|
| President | Vern Mall |
| Vice President | Wally Walwer |
| Sec./Treasurer | Jim Martin |
| Newsletter Editor | Steve Grob |
| Safety & Rules Committee | Bryan Miller |
| Maint. & Grounds Committee | John Bremenkamp |
| Events Committee | TJ Klise |
| Social & Education Committee | Kayton Heavrin |
| Site Committee | Paul Cobb |

AMA Darts

As part of Jim Martins new career he will be setting up a summer school science program for grade school students in the Dunlap District. It will take place during the last week in June. One of the sessions will deal with the physics of flight, and he plans to build the AMA darts as a demonstration. If any of our members would like to participate, Jim could use the help. It would be an opportunity to do some community service and would be fun as well. If you are interested, please contact Jim Martin.

Shelter Approved

Plans to build the shelter have been approved by the Washington City Council. Watch your email for notifications of construction work parties. This structure should be much easier to build than the shed and the Skunkworks.

2006 Events

- May 14th Season Kickoff & Lunch

- June 18th Fun Fly

- July 21 – 23rd Prairie Air Show, Greater Peoria Airport, WRCF Display

- August 13th WRCF Club Picnic
September 14th Open House

- October 15th Weiner Roast

- January 9th 2007 Annual Club Dinner

We have a busy flying social calendar this year starting with the season kickoff on May 14th. It's time to get 'em dusted off, check over every last detail and come on out and join your fellow members for an afternoon of sun, relaxed flying and lunch presented by the worlds finest barbecue chefs led by Kayton Heavrin and his staff of volunteer assistants. The weather should be great and so will the camaraderie, so join us for an afternoon at the field! Jim Martin shares that once again we've been invited back to host our static display and tent exhibit at the ever popular Prairie Air show in July. Make sure to let Jim know if you are planning on exhibiting, we'll need coverage for Sat and Sun. and in exchange for coming out and exhibiting, you'll receive passes to the event and parking permits. Come on out it's a great time, super full size flying, and one of our prime membership recruiting events. More details at the meeting - see you at the field!

TJ



Quote

The average fighter pilot, despite the sometimes swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings just don't involve anyone else.

AT-6 Texan Walks on Water

It's true, check it out here:

<http://www.havasreti.com/images/harvards.wmv>



Jets Anyone?

Concorde, droop snoot and all:

http://www.youtube.com/watch?v=DtwX3Q_T37Y&search=model%20jet

Top Gun Tomcat:

http://www.youtube.com/watch?v=YqluYHGKG_Y&search=model%20jet

Understanding Engineers

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons and civil engineers build targets.

Inside The Tank

-by Clay Ramskill

In the past we've described how a fuel tank should be located and installed in your model. This article will deal with how to set up a new tank and the internal plumbing systems involved.

BEFORE you do much at all with the new tank, look inside, carefully. There may be little pieces of plastic in there, and you must get them out. Also, check around the "seam" inside for flashing - little pieces of plastic that are attached to the seam and stick out into the tank. They can usually be popped off with a screwdriver; if left in your tank, the clunk can hang up on them, leaving you with no fuel going to the engine at an embarrassing moment. (Continued on next page)

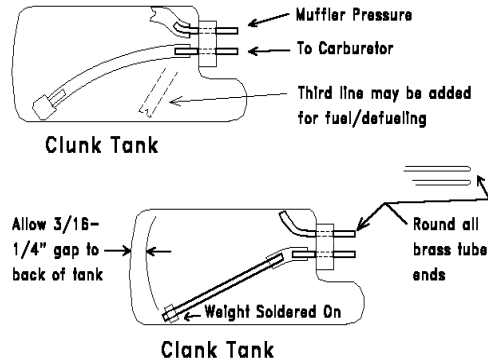
Inside The Tank Continued

Cut and bend the brass tubing as necessary, noting that you want the tube for the clunk (or clank) pointed at the center rear of the tank; this requires a bend when setting up a slanted front type tank. Cut the clunk or clank lines so that there is about 1/4" clearance between the rear of the tank and the fuel pickup inlet. The tube for muffler pressure should go right up to the top of the tank - this can be just a long brass tube, or a shorter one with some fuel tube stuck on it. The same applies if you use the third line, for fueling and defueling; only it needs to go to the bottom of the tank

All the brass tube ends should be filed or sanded such that they are rounded and smooth; otherwise, over time and with some vibration, they will produce holes in the flexible tubing. Ensure all lines are free of crimps, sharp bends, and that the clunk freely falls to all sides of the tank.

The use of the clank (or clapper) set up is a bit more involved, but the clank arrangement prevents the clunk from going up to the front of the tank and jamming there in a sudden-stop situation

Inside the Tank



When you're satisfied with the assembled tank, test it! Pump it full, and using the carburetor feed line, pump it empty, looking for any bubbles. Then pump it full again; cap off the other line, and pump some more to pressurize the tank. If there are any leaks, they will be very obvious under pressure! And if there are leaks, wipe the fuel off your face and the floor, and fix'em!

This covers the standard setups for Dubro and Sullivan tanks - note that there are more exotic systems, such as the "uniflow" concept and the internal bladder style tank that are designed to keep more constant fuel pressure to the engine. But that's another story.

Agenda

Washington R/C Flyers
Katie's Café April 11, 2006

"The will of the members will propel the Club forward!"

| | |
|------------------|--|
| Welcome & Pledge | Vern Mall |
| Roll Call | Jim Martin |
| Quorum | Jim Martin |
| Financial Report | Jim Martin |
| Guests | 1 st time? |
| | 2 nd time? Larry Speerly David Jaegle |
| Benjamin Ginzel | |

From this point on: Please stand to be acknowledged, and when addressing the membership.

| | |
|-------------------|--|
| Officers Comments | Wally Walwer - Jim Martin - Steve Grob |
| Safety Update | Bryan Miller |

Old Business Item

| | | |
|---|--------------------------------------|--|
| 1 | Constitution Changes | Vern Mall |
| 2 | By-Law Change | Vern Mall |
| 3 | Static display in Washington Library | Wally Walwer & Vern Mall |
| 4 | Site Committee Update | Paul Cobb, Kayton Heavrin, John Bremenkamp & Committee Members |
| 5 | Schedule of events for 2006 | TJ Klise |
| 6 | Other old business | ????? |

New Business Item

| | | |
|---|--------------------|-------|
| 1 | | |
| 2 | | |
| 3 | Other new business | ????? |

Entertain motion to adjourn

Show & Tell

W R/C F Mowing Guidelines
3-20-06

1. Field mowing days will be Tuesday and Friday, weather permitting.
2. Two people will be assigned to mow each week during the growing season.
3. These two people should communicate to see that the job gets done.
4. Each person using the mower is to check the oil, hydraulic fluid level and provide gasoline. Bring 5 gallons. That should be enough to mow and leave tanks reasonably full. Safety glasses, hearing protection, gloves are recommended safety equipment.
5. The runway (area between the red & white poles and the orange cones), and the pit area will be mowed at 2 1/2 inches high twice each week.
6. The perimeter of the field and both sides of Speerly Lane from E Cruger Rd to the parking lot will be mowed at 4 inches high once a week or as needed. Do not try to mow too close to the corn/beans. It's too easy to take a row out.
7. Persons mowing have the right of way. Anyone wanting to fly will wait until the mowing is complete.
8. The mowing machine is to be backed into Walter Mitty's Hangar so the engine is above the drip catchers and should be left with a reasonable amount of gasoline and in a reasonably clean condition. Switch tanks when you have finished mowing.
9. Scheduled persons, who find that they can not mow on their scheduled week have the responsibility to get a substitute.
10. Use the weed wacker once each week around the safety fence and other close or rough areas.