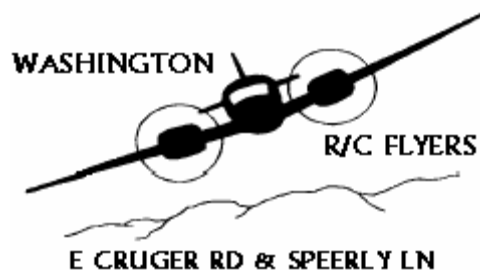


# Washington R/C Flyers Newsletter



October 2005

www.washingtonrcflyers.com

## Next Meeting



Our next meeting will be at the Navy Marine Club  
1310 E Sieberling

Ave in Peoria Heights at  
7:00 pm on Tuesday, October 11,  
2005

## Mow Schedule



Oct 6	Olson		
13	Miller	and	Baker
20	Pyles		
27	Reeves	and	Bolen

## Safety Tip of the Month

The Frequency List has been created with as much information on it as is currently known. It has been posted on the website and in the shed. Please review your information on the Frequency List the list and email updates to Bryan Miller.

We have two Safety Lines. One runs north and south 10 feet east of the pilot station blocks. The other one runs east and west on the

portion of Speerly Lane that runs east and west.

## From the Presidents Hangar

At the end of March 2005, I sent an e-mail to Joe Beshar who writes the "Flying Site Assistance" column in the Model Aviation magazine. I had forgotten that I had done this. Low and behold, if you look on page 162 of the October issue, you will see that he published that e-mail! Having forgotten about sending Joe that e-mail, I wrote a complete article on the Club including pictures. I mailed it on disk and a hard copy to Bob Hunt, Model Aviation Aeromodeling Editor, on September 27. Guidelines for this article were laid out in the July issue of Model Aviation on page 117. It will be interesting to see if the second article gets published. In any case, it never hurts to publicize Washington R/C Flyers, whether it is in print or vocally!

November is when we elect officers for 2006. Please read the Constitution & Bylaws for the procedure to be used for these elections.

See you FELLOWS at the field!  
-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	Jim Allen Paul Wann
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

## WRCF Open House

On September 10 and 11 we held our open house. Invitations were sent to everyone we felt helped WRCF get started. On Saturday we had 30 airplanes on the field while 28 guests visited. AMA District VI Vice President Charlie Bauer visited and talked with just about everyone present.



Charlie got a grand tour of our new field and all of its facilities... including the Skunk Works. (See next page)

## Open House Continued



On Sunday, September 11, we had 28 airplanes on the field and 37 guests.

Marshall Logue sent an email to Vern from Hachioji, Japan saying that he wished he could be present to help and thanked everyone for their hard work in building the field, the buildings and getting ready for the Open House.

We also had a great showing of all our neighbors who were sporting smiles on their faces.

Thanks to all who contributed to the Open House especially Jim Martin who organized this important event.



## October Weiner Roast.

In honor of Joann Heuermann Day there will be a Wiener Roast on Saturday October 15 at the Field at 5pm. The rain date will be Sunday October 15 at the Field at 5pm. This day will be in Joann's honor for "backing up" Bob and her service to the Club for 4 years. The menu will be hot dogs, brats, potato chips and drinks. We will eat at 5:00 PM. Come early, bring your wife or a lady friend, bring a plane and fly. If you want to have a "sing along" and play a musical

instrument, bring it also. I promised Joann "clear skies" if she wanted to fly as it is her day.

## 2006 Officers Elections

We'll be following the procedure in the Constitution and Bylaws to Elect the 2006 Officers during the November meeting. The following excerpt is the above mentioned procedure:

“Section 1: Four club officers will be elected by the members in good standing for a term of one year. Club officers will be elected in the following order by secret ballot at a regular November meeting each year and will take office at the first regular meeting of the following year. They will be elected by a simple majority of the members present. Nominations for each office will immediately precede the election for that office at the election meeting. No person may be nominated for the executive office unless he/she is at least 18 years of age. In the event that an officer finds it impossible to fulfill the duties of his/her office, he or she may and should resign. His or her office will be filled by an election at the next regular meeting. To retain his or her good standing, an officer's resignation must be accepted by a majority vote of those members present.”

All members should be thinking about whether or not they want to run for office or not and who they would like to nominate for the four Officer positions.

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*Rick Jacobson / Owner*

## Certified!

The following note was received from Vern concerning the Tazewell County Inspection: "I received a "Certificate of Compliance" from the Tazewell County Planning and Zoning Department in the mail today. That means we are legal!!!!!!!!!!!!!"

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JIM BYER 1901c 2nd. st. PEKIN, IL 61554

## New Member

At the September meeting Kevin Duncan was voted in as a new member. Welcome to WRCF Kevin! You have just joined the BEST R/C Club in Central Illinois!

## From the Prop Masters RC Club, Downers Grove IL

### Tips and Hints

by Larry Dudkowski

This column is a collection of things I learned while looking up other things. Sometimes I run across hints, tips, or articles that aren't big enough for a whole column but are interesting enough to pass along, so here they are. (See next page)

## Tips and Hints Continued

- Voltage is a critical factor in determining propeller speed in an electric model. I tried to fly my A-10 using a two-cell Li-Poly pack (7.4 volts 1200 mA). It promptly floundered into the ground. I switched to a six-cell Ni-Cd pack (8.4 volts 600mA) and found that I had a good performing aircraft. The same was true for my Tiger 400. Just switching from a two-cell (7.4 volts) to a three-cell (11.1 volt) Li-Poly made all the difference in the world. Simply put, it is battery voltage that determines the propeller speed and therefore causes aircraft speed. It is battery capacity (mA) that determines the flight time.
- The next time you out grocery shopping check out the stationary section of the store. Look in the section where the rulers and protractors are. Pick up a set of small triangles. They usually come in a set with a 45° and 60° angle. They work great for squaring up the fins and rudders against the stabilizers and elevators (or any other spot where you need to have a 90° angle). You may find that they will work a little better if you cut off about a ½-inch of the 90° corner of each triangle. I also like to use them to position the control horns in relation to the servo arm. For constant cord wings, set the base of the triangle along the control surface. Slide it along until it aligns with the servo arm and mark the spot on the control. The same is true for the rudder and elevator.
- Here's one for you builders out there—if there are any left. When I have wing-mounted servos, I make some paper tubes to use as guides

for the servo wires. Just roll up some stiff paper (typing or printer paper will do) into a tube slightly larger than the servo connector. You want to make sure the connector will pass through the tube easily. Tape or glue the tube so that it doesn't unwind. Then simply glue the tube to the wing ribs so that you have a conduit between the servo-mounting hole and the points in the wing. Being paper it's easy to cut the excess tube. Now even with the wing covered you should easily be able to thread the servo leads through the wing to the exit points.

- You want to put a little thought into when you mount your on/off switch. This is especially true for hand-launched models such as Combat airplanes. You want to place the switch in a location that won't be accidentally hit during the launch. For Combat models, probably the best spot would be on the top of the fuselage just aft the wing. There have been a few instances where the switch was accidentally turned off during the launch. This caused the model to go out of control and crash at full throttle. If you use a push/pull switch, try this little bit of advice. Set it up so that pull is on and push is off. That way, if anything hits the tab during transport it will not turn the model on and discharge the batteries. When flying I use a small piece of fuel tubing to hold the switch in the on position. Simply cut a small piece of fuel tubing about the length of the push/pull rod in the on position. Then cut the tubing lengthwise, and you can slip it over the rod. When ready to power up your airplane, pull the rod out and slip the piece of tubing over the rod between the fuselage and the tip.

This will prevent the rod from accidentally being pushed in during handling. This little lesson cost me my Ultra-Stick last summer when the model powered itself off in flight. Believe me there is nothing scarier than flying a model you can't control.

# Agenda

Washington R/C Flyers

October 11, 2005

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

Welcome	Vern Mall
Roll Call	Jim Martin
Quorum	Jim Martin
Financial Report, Dues & Bonds	Jim Martin
Guests	1 <sup>st</sup> time?
	2 <sup>nd</sup> time ?     Doug Jaegle, Simon Nielsen, Larry Speerly

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

Officers Comments	Wally Walwer - Steve Grob
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Safety Update	Bryan Miller
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## Old Business

### Item

1	Site Committee Update	Paul Cobb & committee members
2	Oct Weiner Roast/Joann Heuermann Day	Vern Mall
3	Central School Delta Dart Program	Bryan Miller
4		
5	Other old business	?????

## New Business

### Item

1	Winter meeting place change	Vern Mall
2	Officers election for 2006	Vern Mall

Entertain motion to adjourn

Show & Tell or Program

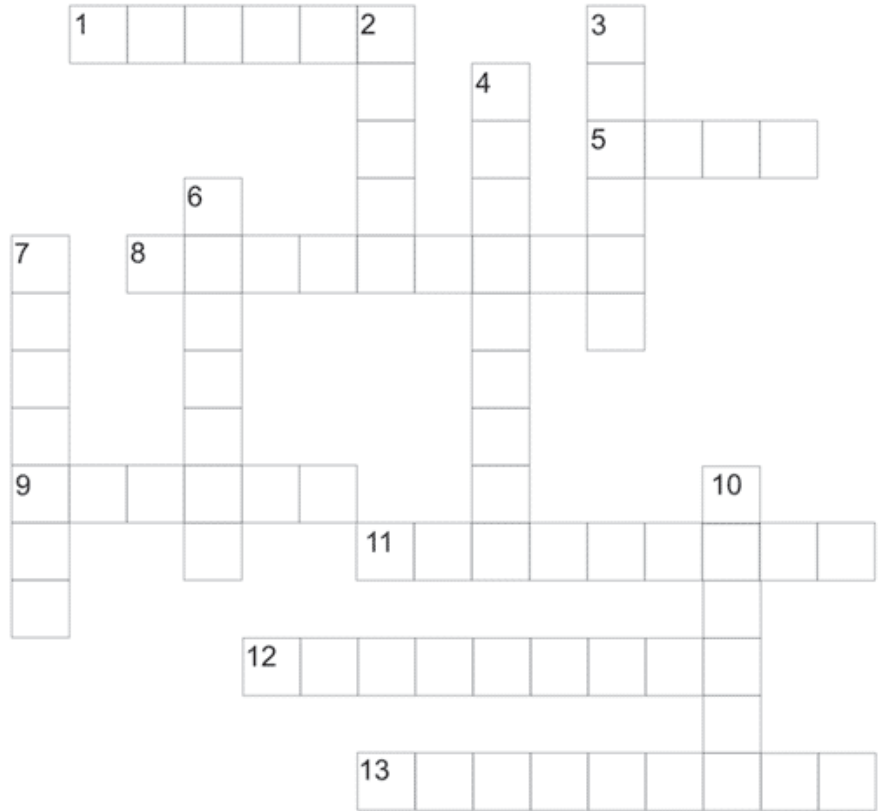
# Famous Names in Flight

## Across

1. Chuck
5. Sally
8. Quique
9. Henry "Hap"
11. Charles
12. Neil
13. James "Jimmy"

## Down

2. Burt
3. Glenn
4. Pappy
6. "Kelly"
7. Amelia
10. Orville



1. Yeager 2. Rutan 3. Martin 4. Boyington 5. Ride  
 6. Johnson 7. Earhart 8. Somenzini 9. Arnold  
 10. Wright 11. Lindbergh 12. Armstrong 13. Doolittle