

THE **ROCKET CITY RADIO CONTROLLERS, INC.** NEWSLETTER



... an AMA Award of Excellence Club!

Proudly serving the Huntsville community at the Captain Trey Wilbourn Model Airplane Field..

P. O. Box 2163

Huntsville, AL

March, 2009

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Pete Wick	By Appointment	883-7571
Bill Mitchell	By Appointment	650-5181

Prez Sez

Hello everyone.

I am glad to see that the weather is beginning to turn into our favor, so it is time to dust off our planes and get ready for the flying season. Don't forget to charge and check your batteries.

I got back from the Perry Georgia Swap Meet this weekend and began work on the biggest electric motor I have ever seen personally. (More on that another time.) If the Perry meet is a sign of things to come, we as modelers will have nothing to worry about. This was the biggest turnout at Perry I have seen in a long time. There were several thousand people there shopping and about the same there selling. Lots of good deals on everything from small 1/2a racers up to 50% Cub ARF! I was glad to see about a dozen club members there everyone had a good time.

Make sure and put it on your calendar next year!!

*Until next month!
Tony*

February 2009 General Membership Meeting Minutes

The meeting was called to order on February 17, 2009 @1900. A quorum of the membership was present.

Board members present:

President, Vice President, Treasurer, Newsletter editor

Guests: No guests were present

New members: No new members were present.

Field Committee Chair's report: None

Publicity Committee Chairs report: None

Safety Committee Report:

Jon Lowe reported on an incident in the community where a prop on a large displacement engine did not have its retention bolts properly torque. The prop shattered and threw shrapnel throughout the area. He warned others of the need to make sure the propeller is attached correctly to the engine and torqued correctly. This will prevent the danger presented by the high speed rotation of a propeller.

Treasurer's report

January Income	
Dues	\$1263
Fuel sales	\$540
Swap meet	\$3191
Checking Account Balance	\$2051.67
Savings Account Balance	\$11,778.01

Old Business:

The replacement of the shed roof was brought to the floor. A proposal was made to replace the roof with rolled painted steel. This would provide a single sheet from the front to the back curing the present problem of leaks where the 2 pieces presently used overlap. The cost of material to do this was \$2972.20 and would be installed by RCRC volunteer labor. After some discussion a vote was taken and the proposal passed. The vote was 14 approved and 2 opposed.

There was some discussion of the addition of a weather station and internet link to the field. Tony informed the members of the cost comparing

Bellsouth DSL line and Knology internet and voice over IP. The cost for either service was approximately \$130.00 per month. This information was to make the club members aware of the various cost associated with the weather station. There was no motion or vote.

New Business: A final financial report was given on the Swap Meet

Budget	\$2,675.00
Building reservation	\$300.00
Building final	\$705.00
AMA Insurance	\$30.00
Mailings and banners	*
Table rental	\$1,137.60
Door prizes	\$385.23
Arm Bands	*
Total Cost	\$2,557.83

Door Income	
240 tickets	\$1,200.00
Raffle income	\$436.00
Tables income	\$1,350.00
Total income	\$2,986.00
Tillegman sales income	\$1,005.00
Total cash to treasurer	\$3,991.00
Swap only profit	\$428.17
Club Profit-with Tillegman sales	\$1,433.10

Doug Burfitt made a presentation on his proposed fun fly for students.

This year this event will be set up for boy and girl scouts. The boy scouts have a couple of merit badges that this will help them obtain. The number of participants will be limited to 150.

This event will provide the children the opportunity to attend a ground school and fly on the buddy box with a trainer.

Doug is looking for the donation of a few trainers for the club to be used by the children. The children will be provided an AMA license for free (1.50 paid by the club). Doug is also pursuing the donation of trainers to be raffled off to participants.

Proposal for Youth Membership Drive Fly-in was presented

Date June 13th (& 14th if needed rain day)
 Time: 0800-1800
 Contest Director Doug Burfitt
 Entry Fee: None

The costs for the event will be as follows:

Raffle Trainers	\$250
Publicity	50
Mailings	5
Food	100
AMA Sanction	20
Misc.	200
Total	\$625

The program for the meeting was presented by Art Azlin and the subject was the construction and operation of his BVM Bandit Jet.

The meeting was adjourned at 20:10

Time: 0800-1800

Contest Director: Doug Burfitt

Entry Fee: None

Proposed Budget: \$625.00

Proposal for Club Day was made

Date May 9, 2008

Time 0800-1800

Contest Director: Jon Lowe

Entry fee: none

Proposed Budget: \$125.00

Proposal for the BPA Event was presented.

Date August 14, 15 & 16

Times August 14 1200 1800 August 15 & 16
0800-1800

Contest Director: Gary Courtney

Entry fee:

Proposed Budget:

Proposal for the Big Bird event was made.

Dates May 15, 16, rain day May 17

Times: may 15 1200 till dark May 16
0800-01700 May 17 0800-1700 Rain
Date

Contest Director: Mike Norton

Entry fee: \$ 20.00

Proposed budget: \$1060.00

The event proposals will be presented to the membership for acceptance or rejection at the March General Membership meeting.

The meeting was adjourned at 1915.

The March meeting's program will feature Art Azlin's video taken during our swap meet last January.

From the January AMA Insider.

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

Battery Shorts, How They Occur By Red Scholefield

A short develops in a NiCad when conductive particulates bridge the separator or the separator itself deteriorates to the point where it allows the negative and positive plates to touch. Rarely does the short



March 2009 Board of Directors Meeting Minutes

The meeting was called to order on March 3, 2009, at 1830.

Board members present:

President, Vice President, Secretary, Treasurer, and Newsletter Editor

Guests: No guests were present.

Old Business:

There were no members present to discuss internet based weather station.

The reroofing of the sun and rain cover will be done when weather permits

Handicap ramp construction is awaiting the city's approval of the plans before construction can start.

New business:

Lawn cutting:

All season lawn care has quoted a price of \$80.00 per cutting this includes the helicopter flight area.

Event Proposals:

Proposal for the War bird Fly-in was presented

Date: July 17 & 18

Times : July 17 1200 -1800 & July 18 0800-1800

Contest Director: Alan Berard

Entry fee: \$25.00

Proposed budget: \$ 1100.00

Proposal for Youth Membership Drive Fly-in was presented

Date June 13th & 14th (if needed) rain day

occur all at once but rather building up a very small conductance path termed "soft shorts."

In a charged cell the energy in the cell will blow away any short as it tries to develop. You've heard about "zapping" cells. The cell actually zaps itself before the short can develop. Only in cases of severe overcharge at high rates when the cells heat up significantly, can the separator melt down to the point where the plates contact each other (hard short). In this case the energy in the cell then dumps and we have what is referred to as a hot steamer, the electrolyte boils, nylon in the separator melts down and is forced by the steam through the vent.

On some occasions the vent is clogged by the molten nylon separator and becomes inoperative causing the cell to rapidly disassemble. So under normal circumstances a cell maintained at some state of charge is much less likely to short than a cell that is completely discharged.

It should be noted however, that the self-discharge increases rapidly in cells where there is a short building (high resistance-soft short) because of separator deterioration and/or cadmium migration. One other shorting mechanism is a manufacturing defect where the positive or negative collector tab bridges the opposite plate. These usually fall out before the cells are shipped or assembled into batteries.



TIPS AND TRICKS

Balsa Dents

When you accidentally dent a piece of balsa during construction of a model, try this old cabinet-maker's trick. Put a few drops of white vinegar on it instead of using filler. The vinegar will pull 99% of the dent out. Works best overnight. Try it; it really works!

Construction Tip

When taking an airplane apart for repair, put all the parts into a clear freezer bag with the name printed on the outside. This will save time in looking for the parts needed, as the airplane repairs are being completed. Some freezer bags have a spot for the name to be printed on and, if you put in a piece of the airplane's MonoKote, this will speed up the ID.

—both from the *Woodland Aero Modelers, Downers Grove, Illinois*

Servo Connectors

To hold your radio/servo connectors together, use a piece of thin string or dental floss and wrap it around the connectors, looping it through the wires so it pulls the two connectors together. Use a nonslip knot to tie the string so it does not come untied. Don't let an unplugged connector cost you a crash.

Antenna

When collapsing your transmitter antenna make sure to grab the bottom of each section and pull down. Pushing from the top can easily bend the antenna.

—both from the *Privateers, Mills, Wyoming*



The electric Focus Sport

By Mike Norton

Over the past couple of years, I have built three electric Venus II airplanes. The last one I built came to a bad end when the motor battery developed an intermittent open. Since the radio was powered using an external BEC, this crashed the airplane. Although the airplane could be repaired, it would never be straight. Much of this was my fault. I had identified the battery that gave me the problem, but I kept on flying it. The reason for the optimism is that the first several failures left enough power for the BEC to keep the radio running. At this time, I have vowed to use a separate radio battery on any future pattern plane.

I was tired of building Venus II airplanes. Jon Lowe suggested the Focus Sport. In some ways, it is similar to the Venus II. However, when I got the box and opened it, I could tell it was quite different. Some differences are:

1. The cockpit opens from the top.
2. The airplane has balsa-covered foam wings, and horizontal and vertical stab. The control surfaces use the same construction.
3. The wings have incidence adjusters!
4. The design has two elevator servos in the tail, and is designed for a pull-pull rudder.

In other words, it is a pattern plane, just not a 2-meter pattern plane. The electric power system I had used in the Venus II worked very well before the crash and survived undamaged. Since the two airplanes are similar dimensionally, I figured that the motor might provide the same performance on the Focus Sport as it had for the Venus.

The motor mount worked out quite well. Basically, the designer decided on a design that allowed for a Hyde soft mount or a hard mount. The idea for the hard mount was to use a block of wood to carry a standard fiber mount; this block of wood has the right thrust and down thrust built into it. The only problem was that this block mounted to the firewall using screws in the diagonal corners. I just used epoxy to fill the screw holes, then drilled the holes for my motor mount. The holes to mount the block are moved to the sides and match up with blind nuts I mounted in the firewall.

Mounting the wing incidence adjusters is trickier than it looks. There are a couple of problems:

1. The pins on the adjuster need to be sanded. I used 600-grit wet or dry sandpaper until the sockets slipped over them.
2. The sockets in the edge of the wings need to be installed using CA. However, the holes are too small for the sockets. I measured the socket and got a drill about that size. The first socket I tried went in about 90% of the way, then the CA seized. It was also a little crooked.
3. The slots in the side of the fuse may need to be opened out.

If I had just read Troy Newman's instructions first, these screwups need never have happened. However, the adjusters are functional, even though one of them has about a 1/8 inch tapered layer of CA holding it to the fuselage.

Troy Newman has written quite a lot about building this airplane. You can read his article at Central Hobbies under Troy Newman's Pattern Talk blog. You will have to search down it, since there are several more recent articles on YS engines. If you need them, I have the two main articles on the Focus Sport.

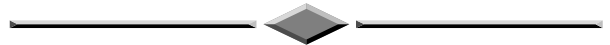
The picture below is the current state of the airplane. It needs a rudder and the pull-pull cables installed, and the aileron servos and ailerons need to be attached. My unbreakable tailwheel needs to be installed and a weight is needed in the nose to balance the finished airplane. The receiver is installed, and the two pushrods going back to the elevators are complete. The elevator and rudder servos are installed, and the radio battery is mounted at the front edge of the wing. The power batteries are sitting on

their support. Velcro and tunic straps will hold them in place.

I figure the airplane will take two or three days to complete; however, I have ordered some Vinca as ground cover. The grassy area next to the driveway used to get some sun; however, in the 22 years I have been in the house, many of the trees have grown. If the Vinca arrives, I will have to plant it.



After the airplane flies, I will write up a report. (If it crashes, the report will be short.)



If any of my readers has an idea for an article, write it and send it to me at:

newsletter@rocketcityrc.com.

Warning – it will be published!



RCRC NEWSLETTER EDITOR
 P. O. Box 2163
 Huntsville, AL 35804

To: _____

AMA chartered
 club since 1964
 Number 715

March, 2009

2009 RCRC Event Schedule

February RCRC membership meeting – February 17th, 2009
March board meeting - March 3rd, 2009

†‡	April 25 th (If rain, Apr 26 th)	All day and night	Electric fun-fly	Tony Coberly	882-7193
	May 9 th	All day	Club day	Wayne Gladden	881-6048
†‡	May 16 th (Rain day, 17 th)	8am to 8 pm	RCRC Big bird event	Mike Norton	653-6632
†	June 13 th	8am to 4 pm	RCRC Youth membership drive fly-in	Doug Burfitt	722-8589
†‡	July 18 th	All Saturday and Sun	RCRC Warbird event	Alan Berard	776-9509
†‡	Aug. 8th and 9 th	All Saturday and Sunday	RCRC Ballistic pattern event	Gary Courtney	881-7009
†‡	Sept. 12 th and 13 th	All Saturday and Sunday	RCRC AMA Pattern event	Bryan Kennedy	(770)335-2228
†	November 1 st	All day	Toys for Tots fly-in	Bob Walls	830-2352

Events held at Wilbourn Field unless noted otherwise
 † Field closed to non-participants during this event
 ‡ Field closed to non-participants from noon onward the day before the event