

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

February 2010

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Prez Sez

I am still in the rocky mountains with the snow and the crazy RC'ers that fly off the snow with their planes on skis. They have to use a propane torch to warm the engines so they will start. Went out to the flying field the other day and it was 25 degrees with the sun shining. I had a nice time there so I will not complain when the temp at the RCRC field is only 40.

John Roberts sent me an e-mail saying that the Fire Marshall looked at our fuel storage area and stated that in order to store fuel at the field we need to ventilate the shed and put some kind of containment for the fuel in case there is a fuel spill. (to my knowledge this has never happened) I wonder if a sheet metal catch pan would satisfy this requirement. This will be discussed at the February meeting and my vote is DO IT! Fuel distribution is a nice perk of being a member of RCRC.

In spite of good experience here at 25 degrees, I am looking forward to spring in Huntsville and seeing all of you again.

Peter

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Minutes for the January 2010 RCRC General Membership Meeting

The meeting was called to order at 1900 hours on January 19 2010. There was no quorum of the membership.

Board members present:

Vice president, treasurer and newsletter editor.

Treasurer's report:

Income:	\$837
Expenses:	\$536
Account balances (total)	\$12954

Old Business: none.

New Business:

NARCA is planning a pylon racing event based on a standard design with a .40 sized engine.

Wayne Gladden donated a kit. Alan Berard proposes that people volunteer to help build the kit.

Alan Berard had to drop the warbird event due to a prior commitment.

Brian Kennedy proposed an AMA pattern event for September. He will be the CD for the event. The event runs both Saturday and Sunday, and has 5 classes of flyers. These are:

- Sportsman
- Intermediate
- Advanced
- Masters
- FAI

Bryan estimates the expenses will be about \$550.

Program:

Gary Courtney presented his new pattern plane.

The meeting was adjourned at 1940 hours.

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Minutes for the February 2010 RCRC Board of Directors Meeting

The meeting was called to order on February 2, 2010 at 18:30 hours.

Board Members present:

Vice President, Secretary, and News Letter Editor

Guests: None.

Old business:

No old business was discussed.

New business:

Michael Norton, Newsletter editor, reported that Lou Hovator and the fire marshal inspected the fuel storage area and made two recommendations to be implemented in order to allow storage of fuel at the field. The recommendation included adding addition ventilation to the building and providing for containment of the fuel if there is a spill. This will be discussed at the next general membership meeting.

The meeting was adjourned at 18:45.

Another New Airplane

By Mike Norton

I had finished my Funtana in early January. I got some flying in, but it was too cold for the most part. So, I decided to build an airplane I could fly in pattern. Extreme Flight RC makes a model of the Extra 300 in 78 inch dimensions (2 meters). These are the people who make the Vanquish models. I believe that the model will be too heavy to qualify for AMA pattern, especially built as an electric airplane. However, I will be flying Novice (oops-Sportsman), which allows any AMA-legal airplane to be used. I also expect the plane to be demolished by September of 2011, when I hope to be flying Intermediate class.

The airplane arrived in two boxes. One of these was quite close to 78 inches long; the only thing that kept it from being that length was the fact that the rudder and the cowling were packed beside the fuselage. The box is still a tad over 6 feet long. The second box held the wings.

I unpacked the fuselage and the wings. I also sorted all hardware into old prescription containers. I had some mini servos from the last Focus Sport that bit the dust. The instructions say as follows:

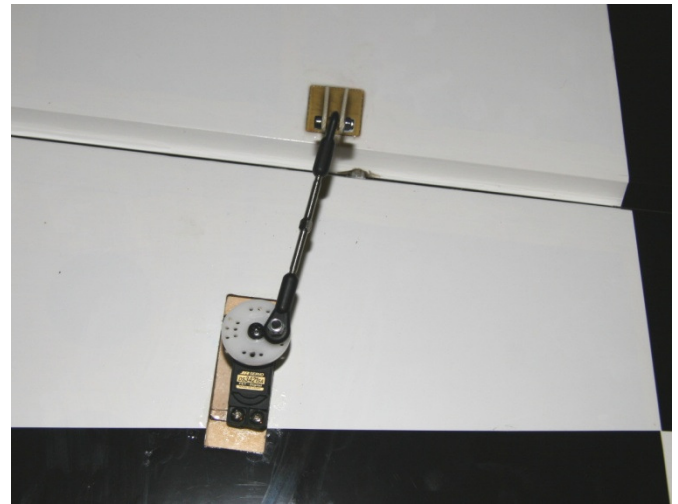
DO NOT SKIMP ON SERVOS! Your aircraft is equipped with very large control surfaces that deflect over 45 degrees. A lot of servo power is required to prevent flutter and to maintain the required deflection for maneuvers. We absolutely recommend the use of METAL GEARED servos with a minimum of 120 in-oz of torque.

However, I am building this up as a pattern plane, not as a 3-D flyer. The mini servos from the Focus Sport are rated at 75 in-oz on 4.8V power. They are also 1 ounce lighter than the specified servos. Further on, the instructions recommend 1.5 inch servo arms. I am using servo wheels with a hole drilled at about 3/8 inch radius; this should give me a 4:1 mechanical advantage over the specified servos. Even if I have to use a hole drilled at 1/2 inch radius, I will still have a 3:1 mechanical advantage. Only the rudder servo needs to be large; you need quite a lot of rudder to do stall turns and snap rolls.

I ordered two more servos through RC Hobbies. These will be here in early March. I also tried to order

the recommended electric motor; however, the Extreme Flight web site showed none in stock. They should email me when the motor comes in.

In the meantime, I installed the linkage and hinges on the wings. The linkage consists of two ball joints linked together by a turnbuckle. The turnbuckle threads run in the opposite direction on the ends; this allows the builder to adjust the length of the link by simply turning the turnbuckle. Here is one of the wings with a closeup of the linkage:



You can also see that the hinges are different. As far as I can tell, they are Robart 1/8 inch hinge point hinges. This was my first try at installing them. They turned out quite well; the idea of applying acetone to the glued hinges followed by penetrating oil worked well.

Next, I installed the hinges on the horizontal stabilizer. (I cannot install the linkage since I do not have the servos.) My next step will be to mount the rudder. I will then seal all of the hinge gaps with clear Ultracoat. The next item to be installed is the landing gear. It consists of a carbon fiber support for the wheels. Next, I have to have either the servos or the motor to continue.

Well, I might need something else to fill in with.

Your newsletter editor is in need of project information for the newsletter. As you can see, there is no magic about writing an article. Do not worry about grammar, spelling and the like; I am reasonably good at catching these flaws, and the ones I do not catch are probably not important anyway. Just write!



LEADER TO LEADER

Membership Drive Reaction

By Jim Rice, Chairman Leader Member
Development Committee

As I write this, it is a week before Christmas and the final membership numbers for 2009 are fresh in my mind ... Depressing but still in my mind. We had a membership drive. A well-thought-out, but poorly executed drive. The leg work was done at the HQ level and the advertising was done in Model Aviation and by word of mouth via most of the District VPs. Yet the grass roots level, where the newbie meets the member, it didn't happen very well; seemingly no interest in the growth of the membership by the average modeler or club.

That should give all of us with a little concern about the future of our organization cause to reflect on why we aren't growing or worse yet, why we are shrinking.

Everyone who has been a member more than five years (and that is who this article is targeted toward) remembers when getting a new member started flying rejuvenated your own enthusiasm, which was then expressed and passed on to the newbie, resulting in his or her rapid infusion into this addictive sport. The newbie then brings friends and relatives to the field to try to get them addicted as well. It could snowball, it should snowball from there, but lately it hasn't done that very well!

We keep harping on bringing in more new members but don't concentrate so hard on keeping the ones we already have. If your club brings in six new members this year but loses ten old ones we have a net loss. If every club in the AMA lost just three members, we would be down about 7,000 members before we ever started to recruit the new members!

So why are we losing them as fast, if not faster, than we can recruit them?

You may know better than I do but I have some ideas from personal experience and daily contact with clubs and members that are having problems with each other. Following is a list of issues I have seen:

1. Club dues are too high when coupled with initiation fees and AMA dues and perhaps holiday spending if the club has renewal at the first of the year.

2. Club meetings are stagnant, discussing the same old business with no flair of creativity to try to encourage the membership to be there for the fellowship, the modeling exchange, and the educational experience.

3. Cliquish groups that make it hard for a newcomer to become a part of the organization—If you can't afford an XYZ don't sit with us; If you can't do a double whifferdill with a twist you don't need to fly with us; If you didn't use escapements and reeds you won't be able to communicate with us, etc.

4. Old-time members with a chip on their shoulders about new folks, new styles, and new ideas. Some old guys (I qualify for that) don't want to have their club changed and are not willing to tolerate anyone who may have a good new idea. The board of directors ought to change fairly regularly and bring in new ideas and new blood. I have had reports of members being threatened by old timers who don't want change, even to the point that the police have had to be involved.

5. Conduct at the field that is unacceptable for mixed company or families. I have seen and had reported to me too many incidents of vulgar and foul language being used so loudly that it made many at the field uncomfortable. Guys don't want to bring their spouses or children out to the field and subject them to that. For that matter, many longtime modelers would rather not be subjected to that either.

6. Safety officers or instructor pilots treating the membership or new pilot like a stupid third grader (this assumes the recipient of the barrage is not a stupid third grader). I had a couple of guys who were longtime modelers tell me they joined a club based on my recommendation and began flying on the first day at the field with no orientation or advice. The Safety Officer observed they were not following one of the club's local rules and berated them loudly and publicly instead of quietly explaining the rules to the newbies. They both quit the club after one day of flying. Fortunately for AMA they found another club instead of dropping the hobby.

7. Sometimes spectators come to observe the activity and are not welcomed and given a tour/briefing about the club and the hobby. Heck if you have a closed membership that doesn't mean you can't get someone addicted and send them elsewhere to fly. Take a minute and brag about your club and

your hobby, you might get us a new modeler and get yourself a new friend.

8. Competition events aren't designed to allow a new pilot to compete with limited skills, therefore they don't compete because they don't want to be beat up and embarrassed by the experienced club aces. Design some events that don't even require a takeoff or landing so that a guy on a buddy box can compete. For example, a two-minute timed flight from the time the instructor hands the airplane over until the student calls time or the instructor has to take it back. Or climb and glide if the student can take off okay but has trouble landing. The time stops when the student adds power to abort the landing.

9. Maybe a worse thing in today's electronic world is the argumentative nature of many of the forums that a new or prospective member might visit. Just observing some of the threads would be enough to cause some potential new members to look elsewhere and if they post a question and get beaten up for their ignorance, they aren't going to want to come back for more.

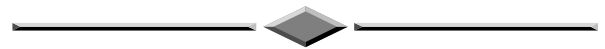
10. Sometimes a club may need to embrace new technology or styles to try to help the newer modelers. I saw a sign on a non-AMA club gate one time that said No Park Flyers or Electrics Allowed. I went on in and asked if I could fly. I had a park flyer-sized electric that I designed that flew exceptionally well. I talked with the guys present and they agreed to let me fly; evidently the guy who objected to my kind of airplane was not there that day. After my first flight they gathered around the airplane and wanted to know more about it and its propulsion system. I doubt my visit converted the field but I think it impacted the thoughts of the ones who were present that day. If your club doesn't have a way to allow helicopters, see if you can do it. If you don't have a way to do hi-starts and winches for gliders, see if you can accommodate them. Do you have a place to make a CL circle, even a temporary one until the guys who want to fly CL can help you make a permanent one?

11. Does your club newsletter grab the attention of the average club member? Do he see his name or picture or his friend's in print? Does the newsletter make him want to get out to the field or over to the club meeting? A newsletter editor's job may be the toughest on the board. Help write an article, provide a picture, tell a modeling joke or provide a building tip.

These guys want and need help and they are the voice of the club and the AMA for the local guys.

You get the idea I think. As leaders we all probably have some influence in our local areas and could help make things more enjoyable for the guys we have already signed up so that we close the door on attrition and let the recruiting efforts fill us back up.

Remind everyone that it is a hobby. We do it to have fun so let's have fun!



People who read the newsletter regularly will notice that some previously solid lines have been replaced with a row of equal signs (=====). It looks a little ragged and I apologize for that. However, the problem is with the pdf995 program that allows me to distribute the newsletter as a PDF file.

It appears that the code for printing solid lines from the Shapes directory is broken. This also prevents us from drawing boxes on ballots, plus some things I will find out about as I exercise various features.

It is possible that the Adobe editor would solve this problem. However, it might not, and it might not be flexible enough to make the newsletter. In addition, the Adobe editor is \$300 for the home edition. For now, you must put up with the equal signs.



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

To:

AMA chartered
 club since 1964
 Number 715

2010 RCRC Event Schedule					
RCRC membership meeting – February 16th, 2010					
March board meeting - March 2nd, 2010					
	May 8 th	All day	Club Day	Alan Berard	256.776.9509
†‡	May 29 th	All day	Big Bird	Mike Norton	256.653.6632
Events held at Wilbourn Field unless noted otherwise † Field closed to non-participants during this event ‡ Field closed to non-participants from noon onward on the Friday before the event					

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