Officers	
President Tony Coberly president@rocketcityrc.com	882-7193
Vice President Jon Lowe vicepresident@rocketcityrc.com	464-0802
Secretary John Roberts secretary@rocketcityrc.com	883-8722
Treasurer Skip Andrews treasurer@rocketcityrc.com	851-6015
Newsletter Editor Mike Norton newsletter@rocketcityrc.com	653-6632
Committee Chairs	
Field Tony Coberly field@rocketcityrc.com	882-7193
Programs Jon Lowe programs@rocketcityrc.com	464-0802
Publicity Ed Hood publicity@rocketcityrc.com	859-1811
Safety Jon Lowe (Chair) safety@rocketcityrc.com	464-0802
Web Editor Mike Jones webeditor@rocketcityrc.com	(615)885-8817

Flight Instructors		
Wayne Gladden	By appointment	881-6048
Mike Norton	By appointment	653-6632
Tony Coberly	By Appointment	882-7193
Rick Grim	By Appointment	503-5847
Pete Wick	By Appointment	883-7571
Bill Mitchell	By Appointment	650-5181

Prez Sez

Well I would first like to thank the membership for voting for this board for 2009. I will do my best this next year to serve the membership in the best interest of RCRC. You, the membership, have given me a great board to work with as well. We have two members on this board who have been board members before, but we have three members that are new to the board. I think that this mix of experience and newcomers will allow for a good balance of personalities and allow for experience for those new to the board.

Let us not forget that the board is here to serve the membership! I welcome any and all requests and recommendations from the members because this is YOUR club!

Until next month!
Tony

November 2008 General Membership Meeting Minutes

The meeting was called to order on November 18th 2008 at 7PM.

A quorum of the Membership was not present.

Board members present: President, Vice President, Secretary, News Letter Editor

Guest: There were no guests at the November meeting.

New Members: There were no new members present.

Field Chair Report:

The cost estimate for the city mandated handicap ramp will be $1875. This price includes the use of composite materials on high wear surfaces. A motion to approve the construction of the ramp was passed by the membership, however a quorum was not present.

Publicity Chair Report: No report was given.

Safety Chair Report:

We had another propeller incident this month. Please respect your propeller(s).

Minutes of the October meeting were approved by the membership.

The Treasurers report was read and approved by the membership.

Old Business:

The January 2009 RCRC Swap Meet will not need volunteers for concessions. As it stands, the concession staff will be provided via contract with the Agribition Center. Volunteers for all other activities are requested to contact Tony Coberly at 256/ 508-2339. The AMA Park Flyer program research will pass to the 2009 Board of Directors.

New Business:

The purchase of a Cardiac Defibrillator was discussed by the membership. Further research into the feasibility is ongoing. The election of the 2009 Board of Directors results are as follows:

President: Mr.Tony Coberly,
Vice President: Mr. Jon Lowe ,
Secretary: Mr. John Roberts ,
Treasurer: Mr. Skip Andrews ,
News Letter Editor: Mr. Mike Norton.

Congratulations to the 2009 Officers. Please take the time to personally thank each of "your" Officers.

Program: President Gary Courtney presented a very informative review of his build progress on a 1978 model "Phoenix Eight" designed by RCRC's very own Don Lowe.

The November meeting was adjourned at 7:45PM

December 2008 Board of Directors Meeting Minutes

The meeting was called to order on December 2, 2008, at 6:30 pm.

The following were in attendance:

Tony Coberly	President
Skip Newman	Treasurer
John Roberts	Secretary
Mike Norton	Newsletter editor
Doug Burfitt	Guest (ex-treasurer)

Doug Burfitt was helpful in going over the role of the treasurer and he helped all the new board members by explaining various reports required and actions the new officers need to perform,

Old Business:

The proposal for the addition of a park flyer category to the types of membership has been made. The proposal before the board is that such membership be the same cost as a non voting member. A different color card would be issued and such member would be restricted to the flying of airplanes limited to the park flyer category. This category of membership would only have voting rights on issues related to park flyers. The board does not recommend approval of this proposal.

The park flyer category definition follows:

Park Flyer models will weigh two pounds or less and be incapable of reaching speeds greater than 60 mph. They must be electric or rubber powered, or of any similar quiet means of propulsion. Models should be remotely controlled or flown with a control line, remain within the pilot's line of sight at all times, and always be flown safely by the operator.

New Business:

The proposal for the 2009 41st Annual RCRC AMA Pattern Contest was presented. The contest will be held September 12 and 13th 2009. The field will be

closed to public flying September 11th at 12:00pm and reopen by 3:00 on September 13th.

The board recommends approval of this proposal.

Donated material: A large amount of model kits, engines and miscellaneous supplies have been donated to the club by Cooper Tilghman. It is the board's recommendation the material be stored till the February Swap meet where it would be offered for sale. The tables would be manned by board members. Mike Norton volunteered to store the material and the board members inventoried the material before moving it to Mike's garage.

The inventory of the donated material that was taken is attached.

The meeting was adjourned at 8:35.

2009 AMA Pattern Proposal

Date and Time:

The CD will close the field at 12:00 on Friday, September 11th, and will reopen the field at about 3:00 on Sunday, September 13th.

Income:

30 contestants each pay $30 to enter and about $4 for lunch, for a total income of $1020.

Expenses:

Awards	$225
Mailings	$40
Food	$85
Coffee & donuts	$40
Total expenses	$390

From the AMA Insider, November 2008

Soldering: It's All About Heat and Clean

by Tom Bal

When I was teaching school back in the 1950s, I got a summer job with the company that installed the first dial telephone system in Elk Grove. Eventually I moved on to other jobs as the work progressed, but initially what I did was solder each wire from a 200-pair cable to terminal blocks eight hours a day. By the end of the summer I had a pretty good idea how to attach two items together with molten metal while avoiding the dreaded "cold joint."

I just finished doing all the wiring for a new 1/5-size Cub that I am converting to electric power. While I had all the gear out, I also changed the terminals on three batteries that I bought at the last swap meet. This seemed like a good time to write an article I had suggested some time ago.

Before I get to the preparation of the actual materials to be soldered, let me talk for a minute about irons, solder itself, and tools. My standby is an older model Weller 8200 rated at 100 watts. I love this gun because it is ready to go as soon as the trigger is pulled and I can lay it back down on the bench without wondering an hour later if I turned it off. For really heavy work, like joining 1/8-inch piano wire for landing gear, I have a conventional 100-watt iron made by a company called Drake. My third iron is a small Ungar, which does not show wattage, but it has a very fine tip and is good for jobs like re-attaching a broken wire to a speed controller.

For solder I used a good quality resin core 60/40. The last numbers refer to the proportions of lead in the mixture to tin. The flux I happen to have on hand at the moment is Otaey No. 5 solder paste. On hand means it has probably been around five or six years. With paste, a little goes a long way.

Many of the tools I use, like needle-nose pliers and small files, are just normal bench tools. A more specialized tool I almost always use is called a "third hand." It consists of a base supporting frame with two opposing alligator clips, which can be twisted and moved to almost any position.

By gripping the two parts to be soldered and holding them firmly together through the entire process, it helps eliminate burnt fingers and failed joints because of movement before the solder has completely cooled. The last two tools that always come out when I set up a job are a simple wire stripper and a small bronze brush which I use to clean off the tips of the irons when they start looking a little dull.

For a perfect solder joint, both surfaces must be clean enough and hot enough that the solder will melt and flow evenly on both items. Any dirt, rust, corrosion, or other foreign matter on either surface will prevent the solder from sticking to the dirty area and will cause a weak or imperfect joint.

This is less of a problem when dealing with new components and fresh wire than when doing repairs or reusing old components. Sandpaper, files, a Dremel tool, and the wire brush I mentioned earlier can all be

used to get a bright and shiny surface. When doing repairs, I cut back enough fresh wire if the wire is long enough to allow it.
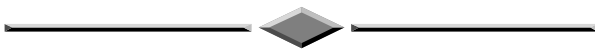
One way to guarantee that you are dealing with two clean surfaces is to apply a light coating of paste and solder to each surface before you make the actual joint. This is sometimes called tinning and will show up any places that are not willing to take solder.

Once both surfaces are tinned, they must be held together in some immovable way through the entire process, from the application of heat to the final cooling when the solder itself turns from bright to dull. If you are going to do this without some type of jig, be sure to use pliers. There is no way you can hold something with your fingers close enough to the joint to be effective without burning yourself. For larger jobs, I use everything from small vises to C clamps.

The actual soldering is generally over within seconds. The trick is to position the iron so that both surfaces are heated to the point where solder melts and flows.

For small jobs such as soldering wires onto plugs or terminals, you can generally get enough solder on the tip of the iron before applying it to the area. If more solder is needed, for example when building a heavy-duty landing gear, push the end of the solder right into the heated area but don't overdo it. Excessive solder buildup does not make for a stronger joint. Also, keeping an iron in an area until wire insulation and other components are melted does not make for a better job.

One last point to watch out for is the so-called cold joint. A true bond will be made only when both surfaces become hot enough to solder. Be sure that the tip of the iron comes in contact with both surfaces long enough for this to occur. Cold joints will often look fine and may even hold for while, but they have a nasty habit of failing on final approach.

How to Adjust a Two-Needle Carburetor

Typically, carburetors come from the factory close to being preset. If you have torn down your carburetor for a thorough cleaning and examination, or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needles until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle-stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about ¼ to ½ turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out ½ to ¾ turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just ¼ turn. Repeat step9.

When you are finished, at about ½-trim setting, you should be getting a good fast idle at high-throttle trim. You should be able to shut the engine off at full low-idle trim. That's all there is to it!

Indoor facility! Concessions on site!

Rocket City Radio Controllers
Swap Meet 2009
Sponsored by RC Hobbies

Door and Raffle prizes ALL DAY! Radios! Kits! Tools!

Jan 31 2009

NEW LOCATION!

Alabama A&M University
Agribition Center
4925 Moores Mill Rd NW
Huntsville, Al 35811

Table Rental $10 ea.
Entry Fee $5
8AM-3:30PM
Vendor setup 6:30AM
CD: Tony Coberly
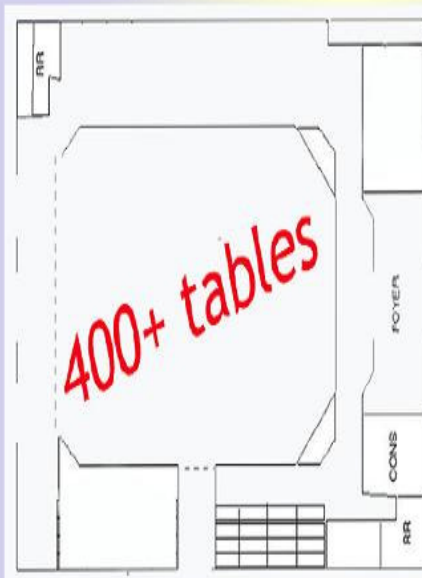Call or Email for table reservations!
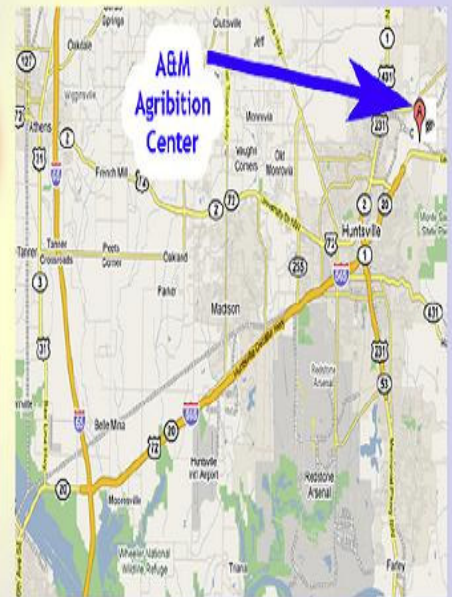256-508-2339
swapmeet@RocketCityRC.com
www.RocketCityRC.com

Directions:
From Nashville take I-65 South to I-565 East through Huntsville until I-565 ends and becomes HWY 72. Left on Moores Mill Rd. at bottom of hill at traffic light. Agribition center is 1/4 mile on the left.

From Birmingham take I-65 North to I-565 East through Huntsville until I-565 ends and becomes HWY 72. Left on Moores Mill Rd. at bottom of hill at traffic light. Agribition center is 1/4 mile on the left.

400+ tables

FOYER

CONS

ROCKET CITY RADIO CONTROLLERS, INC.

RCRC
Huntsville Alabama

A&M Agribition Center

Over 45,000 Sq Ft!

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

To:

_____

AMA chartered
club since 1964
 Number 715

December, 2008

			2009 RCRC Event Schedule		
			December RCRC membership meeting – December 16th, 2008 **January board meeting - January 5th , 2009**		
	Jan 31st	All Saturday	Swap Meet at A&M Agribition Center	Tony Coberly	882-7193
†‡	April 25th (If rain, Apr 26th)	All day and night	Electric fun-fly	Tony Coberly	882-7193
	May 9th	All day	Club day	Wayne Gladden	881-6048
†‡	May 16th	8am to 8 pm	RCRC Big bird event	Mike Norton	653-6632
†	June 13th	8am to 4 pm	Fun-fly	Doug Burfitt	722-8589
†‡	July 18th, 19th	All Saturday and Sun	RCRC Warbird event	Jim Minninger	520-0650
†‡	Aug. 8th and 9th	All Saturday and Sunday	RCRC Ballistic pattern event	Gary Courtney	881-7009
†‡	Sept. 12th and 13th	All Saturday and Sunday	RCRC AMA Pattern event	Bryan Kennedy	(770)335-2228
†	November 1st	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**		