

FLIGHT LINES MARCH 2010

Volume 23, issue 2

LOVE-AIR R/C



Presidential Thoughts

Well, so far 2010 has not gone as I had planned. If you were at the January meeting, you probably noticed I wasn't there. The weekend before I had hurt my back, not lifting a new model or shoveling snow; no I bent over to tie my shoes and when I straightened up, my back really hurt! An MRI showed I have a severely herniated disc in my lower back. I had surgery on February 5th and I am feeling great now, but I am still on restriction. I cannot lift over 5 lbs for the next few months and I can't bend over either. The doc did tell me by June I will be able to return my normal routine.

So what does this have to do with the Love-Air club? It showed me that even doing the most routine task can change your life. We are always stressing safety at the flying field, and safety in your shop. We also need to be careful loading our models and supplies in the car to go to the field. I know I am looking at lightening the load in my toolbox and eliminating my flight box. Rather than carrying everything in one box, I may go to two smaller boxes, one for helis and one for planes. Most of all, stop, think and be careful, even the most simple task can change your life.

We will be having a meeting March 10 at the Windsor Community Rec Center. In April we will be having a field cleanup day. I have not been to the field lately, but the last time I was there, the shelter needs a good coat of paint. We will also need to do some other cleanup, so please come help us. We will send out reminders when the date gets closer. Please help make our field shine

See you at the field!

Dan St. John

Next Meeting

March 10 at 7PM

Meeting Location

Windsor Community Center

New Members

No new members

Events

Field clean up April 24th

Pylon Race May 8

Jet Rally May 21st—23rd

Heli Fun Fly June 25th—27th

IMAC July 17th—18th

3D Event Aug. 7th

WOTR Aug Sept. 24th-26th

**Meeting: 7 p.m., March 10 at Windsor Community
Recreation Center**

Board of Directors recommends dues increase

At the January meeting Tony DeCrosta & Rich Schoonover hosted a discussion on the club's financial position. Rich & Tony created a proforma showing where the club is and where we are headed at the current dues level. Our current situation is that in 2009, even with the income for our events, including Warbirds, we lost approximately \$1500. In 2008, the results were very similar, we lost money. It is very obvious that we cannot continue on this way. The club has not raised dues in 10 year.

The board has spent many hours discussing this subject and we recommend the following dues structure:

Junior - \$25.00 (\$5.00 increase)

Single - \$80.00 (\$20.00 increase)

Charter - \$80.00 (\$20.00 increase)

Family - \$110.00 (\$30.00 increase)

Runway Assessment - \$100.00 (\$25.00 increase)

These rates would go into effect for the 2010 renewal cycle.

The By-Laws require that the dues increase be voted on by all the members. At the March 10th general meeting, we will be discussing the proposed increase. We will then send out an Internet survey of the members via Survey Monkey. **You will have 7 days to reply and failure to respond will be assumed to be a Yes response to the increase.** There is a small number of members who do not have e-mail, the board members will call each one personally to get their votes.

This increase will help our situation, but does not solve it. We still need to control our costs very closely to keep our accounts growing.

HobbyTown USA — is Moving!!

Moving to The Square indoor mall

3500 S. College Ave, Frot Collins

(SE section where Fashion Bar once was, across from the Asian restaurant there now.)

Store will be closed for moving March 9-10-11.

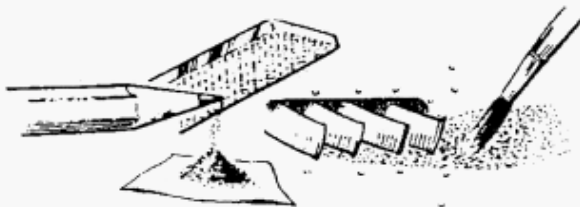
Re-opening Friday, March 12.

Event Date Changes:

Pylon Races — May 8

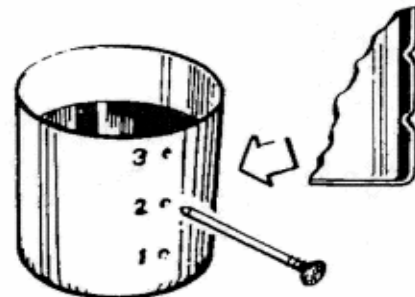
Warbirds Over the Rockies — Sept. 24-26

— Tips & Tricks —



PAINT DETAIL

Make a little pile of fine pencil dust, then smudge this onto your model with a finger. This makes very realistic exhaust and gun soot marks. Seal with a spray of matt varnish. You'll get more control if you use a soft, dry brush to apply the soot marks.



NEAT MEASURING CAN

A smart way to calibrate the *inside* of an empty soda can so that the correct proportions of epoxy can be poured in for mixing—just indent on the outside of the can with a blunt nail, taking great care not to perforate the can.

For Sale: Several RC model airplanes and gliders. Some finished, some in kits. Nitro and electric. Some new, some used. In Berthoud. Call Gene, at 970-532-3393.

FOR SALE \$1200

You've all seen Jim Brink's home-made all steel trailer with the pull out table at the field. Well, he needs a trailer to hold two 40%ers for trips so this one must go to make space. It is light, only 600 lbs and low enough to offer little air resistance behind a normal car or pickup. It rides smooth and trailers easily. Double doors on each end offer full and easy access. White color keeps it cool in summer. The tongue retracts for storage in a normal car space but it is long enough for extra equipment storage. All mechanical and electrical components are in working order. Spare tire included.



Interested? Call Jim Brink at 223-3975.

Length: 10' 8" inside and the tongue collapses to under 2'. 12' 6" in total parked length.

Width: 4' 6" (no outside mirror extensions needed)

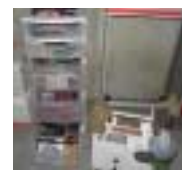
Height: 3' 2" inside and 5' 8" outside

Pat O'Brien 970-232-8824 Loveland RC Planes – Heli – and accessories

All aircraft fly well

APPROXIMATE COST/ASK TO SELL

- P-51 world models 60 / OS 91DF – rated 5 HP at 27,500 rpm / gps clocked at 209 mph
50 flights \$1,200/500
- Ultra stick 60 set for crow / GMS 76 with tuned muffler – 300 flights
Extra wing (dinged) with 4 servo's \$700/300
- Raptor 50 helicopter / OS-H Hyper engine / all digital servos / 2 extra sets of carbon fiber blades,
many accessories – 60 flights \$1,200/500
- Viper pylon racer / GMS 32 with tuned muffler – 5 flights \$400/175
- E-Flite ultra stick – electric - 7 flights \$400/150
- JR 8103 – trans – ch 55 (sell only if all planes sell) \$150
- DX7 – trans (sell only if all planes sell) \$250
- Trainer transmitters – JR XP 662 and Futaba sky sport 6 (will donate to instructors)
- YS 120 Still in Box with tuned pipes \$300/150
- GMS 120 with tuned muffler – 5 flights \$120/75
- GMS 76 with tuned muffler – 20 flights \$100/50
- GMS 32's tuned mufflers – 20 flights \$70/35 each
- Assorted engine mounts, fuel tanks, servo's, air retracts etc. Make offer? \$400
- 4 – Chargers / batteries, equip (sell only if all planes sell) \$300
- Tools, flight and tool boxes - misc. Make offer? \$150



“ALL FOR \$3,000”

For Sale



Monocoupe 90 A—8 ft. wingspan. Extra strong airframe. Tinted windows. 32 oz. fuel tank—extra prop—never flown. Quadra Q50S engine. Self starter. 1500 ma battery pack. Don Harris “smoke system” (never installed). Cost \$81.00 12 V. magnum starter & battery. Futaba PCM 8 Channel Radio. More than \$1,500 invested. **STEAL IT FOR \$700 obo!**



New T-28 Trojan Park Flyer & Radio. Never Flown.

\$150.00

Frank Parrish

970-587-4602

970-776-6090 (cell)



Great Planes 300 SP, includes everything except Rx. **\$225.**

Includes :

Magnum .91 xls engine with Pitts muffler

HS475 HB high-torque servos

1500 mah battery

Prop

Spinner

Ready to go; just add receiver.

Stock Number: GPMA1022

Wingspan: 55 in (1395 mm)

Wing Area: 590 in² (38.1 dm²)

Weight: 5.5-6.5 lb (2495-2950 g)

Wing Loading: 21-25 oz/in² (65-77g/dm²)

Length: 53 in (1345 mm)

Engine Requirements: 4-5 channel radio w/4-5 servos;
2-stroke .46-.55 or 4-stroke .52-.81 engine

Andy Hiller

223-5068

smartzah@comcast.net



Composite ARF 2.6m

Extra 330L -- \$750 with 5" tru-turn spinner (holes for DA 100)



Neil Miles:

home—970 282-0930

cell— 970 214-9407

From the Radio Control Club of Detroit, Clinton Township, Michigan

A Secure Silicone Exhaust Deflector

by Noel Hunt

The newer breed of engines are great at retaining the fuel and oil in the engine, discharging it only from the exhaust outlet. Unfortunately, that outlet often discharges onto a fuselage side, or a wing surface, and so we still need to clean the aircraft at the end of the day's flying. Such was the case with my Norvel .40. I tried the standard silicone exhaust deflectors a couple of times and they did keep the airplane clean, but only for a flight or two. Then the airplane would land with the deflector missing and sludge on the fuselage and wing. Chances of finding the deflectors? Zero!

I devised a neat, simple, inexpensive, solution that works. And it will work on any muffler that has a smooth muffler outlet. (Some of the manufacturers are now including a zip-tie groove in the outlet that serves the same purpose.) I have since flown the Norvel with the same deflector for more than 50 flights. So I modified a few more mufflers and took pictures as I did so.

Step One: What you'll need:

- Appropriate size silicone exhaust deflector for your muffler, and zip-ties.
- JB Weld.
- Isopropyl alcohol and masking tape.
- Paper towels.
- Short length of 16 or 18-gauge solid copper bell wire.
- Side cutters.



Step Two: Thoroughly clean the muffler outlet using a clean piece of paper towel and isopropyl alcohol. Do this three or four times to ensure all the oil is removed.

Step Three: Wrap the copper wire around the muffler outlet about twice to get a consistent radius for at least one turn. Remove from the outlet and decrease the radius slightly for a snug fit on the outlet. (Or you can wind it around something that has a slightly smaller diameter—I used an Exacto knife handle.) Cut the ends so you have just one coil and the ends butt against each other. If it does not come out just right, repeat until you get a good fitting copper “o-ring.”

Step Four: Cut a thin strip of masking tape and apply it to the muffler outlet, leaving only about ¼ inch of the outlet unmasked. Include a fold-over at the masking tape's free end, to facilitate easy removal.

Step Five: Mix some JB Weld on a clean piece of disposable card. Apply a thin layer to the ¼ inch of exposed muffler outlet. Slide the copper o-ring onto the outlet and center (about 1/8 inch from the end). Apply more JB Weld to the outside of the o-ring. Using a clean piece of paper towel, wipe away most of the JB Weld.

Step Six: Carefully remove the masking tape while the JB Weld is still wet. This is where the fold-over will help. Allow the JB Weld to cure per the instructions. It is not like 30-minute epoxy; I give it 24 hours.

Step Seven: Install the silicone exhaust deflector on the muffler outlet and retain it in place with the zip-tie on the “north side” of the new copper o-ring.

These days my airplane requires very little cleaning, at least from oil residue. About all I clean is mud splash when the field is soggy. That's going to be a tougher problem to solve. Mmm! On second thought, the Avistar might look good with wheel pants! →

From the Middle Point RC Flyers, Murfreesboro, Tennessee

Airplanes for Flying in Windy Weather

by Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: — "To learn to fly in wind, one must fly in wind!" →

The **Casper Airmodelers** proudly presents their first (and hopefully annual) **Swap Meet.**

March 20th, 2010
From 9:00 AM until 3:00 PM

Located at the Central Wyoming Fairgrounds in the Hall of Champions Building
Admission is FREE -- Tables: \$10.00 in advance on a first come, first serve basis

For info: Bruce Luick - (307) 267-6447

2010 ELECTRIC INDOOR FLY-IN

2010 SCHEDULE

Mar. 13, 7-10 pm SATURDAY
Apr. 17, 7-10 pm SATURDAY
May 22, 7-10 pm SATURDAY
Jun. 26, 7-10 pm SATURDAY
NO JULY DATE (go outside!)
Aug. 7th, 7-10 pm SATURDAY
Sep. 11, 7-10 pm SATURDAY
Oct. 16, 7-10 pm SATURDAY
Nov. 26, 7-10 pm **FRIDAY!!!**

Schaefer Athletic Complex
Indoor Sports Arena
3608 S. Kipling Pkwy, Denver CO

Full Size
Indoor Soccer
Field!

Electric RC Airplanes & Helicopters!

42'
Ceiling
Peak

\$25 per Pilot

All fees go directly to Schaefer Athletic Complex

SPECTATORS WELCOME (Free)!

Please call Kurt Bozarth (720-495-8356) or Brian Neff (303-829-4485) to **CONFIRM** Dates & Times!

www.BozarthHomes.com/IndoorRC.htm

kurt@BozarthHomes.com



Come fly with us.

The Love-Air R/C Club is a club organized to enjoy and promote the sport of flying radio controlled models. The club is a chartered member of the Academy of Model Aeronautics (AMA), a national organization whose purpose is to promote the sport of model aviation.

The annual membership fee is \$60.00 and covers from July 1st through June 30th. Membership cards are issued and a monthly newsletter is sent to each member. Current membership is required to fly at the Love-Air flying site. The club requires that all members who use the club flying field are also current members of the AMA. New members Welcome! Ask any member for information. See a club officer or check the box on the Freq. Board for membership forms.

	Adult	Junior	Family
Annual Dues (1/2 price after Jan 1st)	\$60.00	\$20.00	\$80.00
Runway Assessment (One time only)	\$75.00	-0-	\$75.00

Membership Chairman: Frank Ostermiller (970) 378-7836

LARC Home Page: www.loveairrc.org

LOVEAIR R/C



2010 Officers:

President	Dan St. John	231-4252
Vice President	Van Kratzenstein	330-7670
Secretary	Rich Schoonover	227-2515
Treasurer	Tony Decrosta	223-2323
Directors	Larry Turner	669-3265
	TBD	
	Mark Klawin	214-7200
Safety	Rich Perry	308-0714
Newsletter Editor	Andy Hiller	223-5068
Webmaster	Paul Johnson	229-5816
Freq. Coordinator	Mike Harrington	226-4820

Instructors **Thursday evenings, by appointment only**

Andy Hiller	223-5068
Rich Schoonover	227-2515
Dan St. John (helis)	231-4252
Tony Decrosta	223-2323
Rich Perry	308-0714

Flight instruction is offered at no charge to members. Beginners night will be on Thursday evenings from May through October. Anyone desiring instruction Thursday nights or at other times needs to make arrangements ahead of time with an instructor. On Thursday nights, priority shall be given to beginners flying with instructors. Anyone desiring instruction needs to make arrangements ahead of time with an instructor.

**New Instructors Sought!!
If you can help call 231-4252**

Next meeting is Wednesday March 10, 2010 @ 7PM