

JANUARY 2006



THE TRANSMITTER
MONTHLY PUBLICATION OF THE
DAVENPORT RADIO CONTROL SOCIETY

AMA CHARTER 1458

Presidents Report

AS WE START A NEW ONE

As I write this report two days before our CHILLY FLY, which I hope is a success, I think of how the same members, as from year past, made last year successful. Thank you!! To all others "we need your help," please do so and make 2006 a barn burner of a year and have fun doing it. For a member to get anything out of a organization they should participate.

NEW YEAR's DAY from 10:00am to ? the annual Chilly Fly will take place at Kroeger field -- come one, come all and bring food and a flying machine of the RC nature. We always have a good time and fun.

Also, this is a good time to think of the SWAP MEET in February and the MALLSHOW in March. This is a good time to clean out old things and show new ones.

This month's meeting will be held at Deere Wiman Carriage House at 7:30 pm on the 9th of January.

Active members make for good times!

THE PRES

From The Editor

by Phil Vernon

HAPPY NEW YEAR! I have to start out this month with an apology. Last month, a computer glitch caused everyone who had already renewed their dues to not get a copy of the newsletter if they still get it through the mail. I've been trying to come up with a way to blame this on someone else since last month and can't think of anything so I'm holding my hand up to indicate that I caused the glitch. Sorry. I've got this all fixed now. If you're interested in last months issue, it is still available on our web site under the newsletter link. Again my apologies.

The Chilly Fly was a great time, good weather, lots of great eats, lots of flying going on, and even a couple of crashes to watch. So, it seems there was something for just about everyone. I guess Jeff Moler should be in line for the crash trophy. He was tempting fate, or at least misjudging his proximity to some the trees on one of his fast low passes and clipped a branch. After surviving this incident unscathed, he went for something a bit more dramatic, a tree landing. I'm pretty sure this was not planned but after he flamed out a good distance out and struggling to keep the plane in sight, he came up a good deal short of the runway. A rescue effort was mounted and it took some tree climbing and the flag pole sections to rescue the plane. All in all, there was comparatively minor damage. I still think he should get to display the award for a month based on that performance.

As Larry mentioned, the Swap Meet is coming up February 19th. Teresa McChane is taking table reservations this year in Bill Whetstines absence. Try not to wait until the last second to get in your table reservations. Teresa told me the reservations are very slow so far. Remember, we generally do NOT have any tables available at the door. You can contact Teresa at (563) 579-2200.

Also not far off on the calendar is our annual mall show which will be held March 18th at NorthPark mall in Davenport. We will be located near the Dillard's entrance again as we were last year. Remember, everyone exhibiting airplane models will be automatically entered into a drawing for a Tower Uproar .60 kit. This is separate from the usual paid raffle, so lets try to make this one to remember.

A couple more dates have been set for the electric flying at the golf dome in January. The two dates are the 6th and the 20th. Flying starts at 10:00 pm and lasts until midnight. The cost to fly is \$10.00 and AMA membership is required. Observers are always free. Electric power only and a maximum weight of 17 oz. has been established. Electric heli's are welcome as well. Come check it out. The dome is located next to the Humane Society in Davenport on north Brady Street.

A new racing event is gaining momentum among the local flying community too. Planes will be limited to specific GWS foamy models with the stock motors and gear boxes. This is intended to be just for fun and the equipment selections are based mostly on price. Rules are still evolving but a draft of proposed rules is now available. Orville Shields is taking the lead on this, and is planning a meeting at his place Jan 10th, 7:00 p.m. His address is 17208 Cedar Road, East Moline, IL. 61244, or contact Orv at 309-236-6167 or email osrs73@yahoo.com for further information.

For all you last minute folks, you are holding your last newsletter if your dues are not received by the end of January. You'll also qualify to pay an additional \$15.00 if you don't get them in by the same deadline. So send your \$20.00 now to Mike Smith, 2009 N. Michigan, Davenport, IA 52804.

This month's meeting will feature a program on RC combat by Dirk Oosting. Come and find out what this is all about on January 9th at the Deere Wiman House in Moline.

Minutes of the December Meeting

By Vice President Kent Rockow

Meeting called to order 7:36pm
25 members present (no guests)
Treasurers report read and approved

Old business:

- Indoor fly at the Davenport sports bubble:
 - foamies are ideal fliers here- nothing too fast
 - 17 pilots, 2 midair's, occasionally would have as many as 6 or 7 planes in the air at one time.
 - scheduled to do it again this Friday (16 Dec 05)
 - were planning to do it every other week, may change to once per month.
 - as the participation demands, they may go longer than just from 10pm to midnight.
 - "sports bubble" structure is 70ft high in the center, and 2+ soccer fields long.
 - come watch for free.
 - pilots fee \$10.

New business:

- Erie club is starting a foamie racing series, head to head;
 - All planes must be one of a specific manufacturer
 - All must use NiCd batteries with 300series motors
 - Course is 2-pylons, 400ft apart, pilots fly 6 laps, planes are hand launched, and pilots stand outside the flight pattern (contrary to the handicap flying where pilots stand inside the flight pattern).
 - Phil will have more details later
- Chili fly coming up Jan.1st
- Swap meet will be at the armory; Teresa McChane has taken the lead on this.
- Mall show: air plane raffle issue was discussed and the intent of the raffle was designed to encourage more air planes to be shown.
- President Larry will donate a push mower to Kroeger field for mowing close to the fence line.
- DRCS library tapes may be getting too old for use, and some may be best suited for trash. Will discuss at the next board meeting.

Program: Mike Kaas discussed airplane props: general info, shapes, dimensions, aerodynamics, types (carbon fiber, plastic, glass, wood), and different advantages of different sizes for different planes; some of the larger props can run from \$75 to \$200 range.

Meeting adjourned ~8:40pm.

Winter Maintenance

By Phil Vernon

While the weather is not particularly conducive to flying, this is a good time to take care of some maintenance issues. Your RC gear like most anything mechanical needs some periodic attention to keep it in good working order. Take a few moments to attend to this now and save yourself some aggregation and lost flying time when the weather warms up again.

You should be adding some after run oil to your engines after every flying session. If you haven't it's a good idea to add some and flip the prop a few times to distribute it through the engine. For two stroke engines just add the oil to the carb. On four strokes you can add oil to the breather vent tube with pump type oil cans. Careful, it may squirt back out a bit. Four strokes can also benefit from oiling the rockers. Pull the valve cover and shoot some oil over the rockers and down the pushrod tubes to lube the cam.

Batteries are best removed from the plane for the winter to help prevent "black wire". This is a form of corrosion that develops over time and can greatly increase the resistance of the wires. If severe enough, even fully charged batteries may not adequately power your plane. Removing the batteries will also allow you to cycle them and annotate on the pack the measured capacity and date. You can keep track of the packs "health" and head off potential problems.

Finally, give your planes a good look over. Check for worn clevis' & control horns, broken or cracked props & spinners, loose covering, structural problems, bent landing gear, normal function of all servos, and loose hinges. A few minutes spent inspecting and repairing any problems now can save you lots of headaches later.

Cheap-O Onboard Glow

by Phil Vernon

Since a lot of folks are building this time of year, I thought I'd show you an inexpensive way to add onboard glow to your models. Onboard glow can simplify the starting of cowed in engines or improve the idle reliability of four stroke engines.

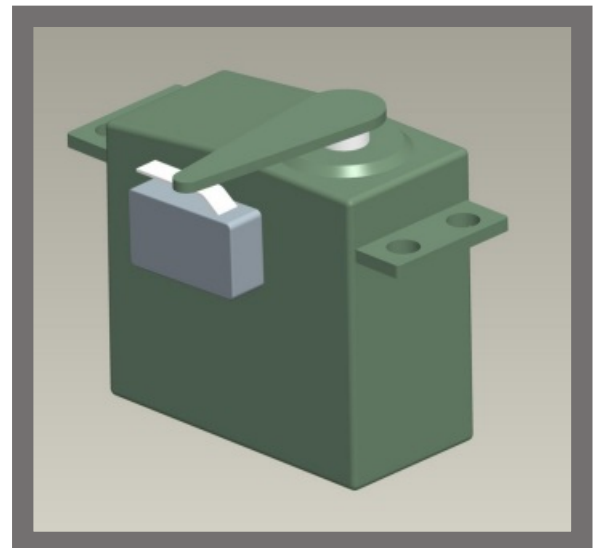
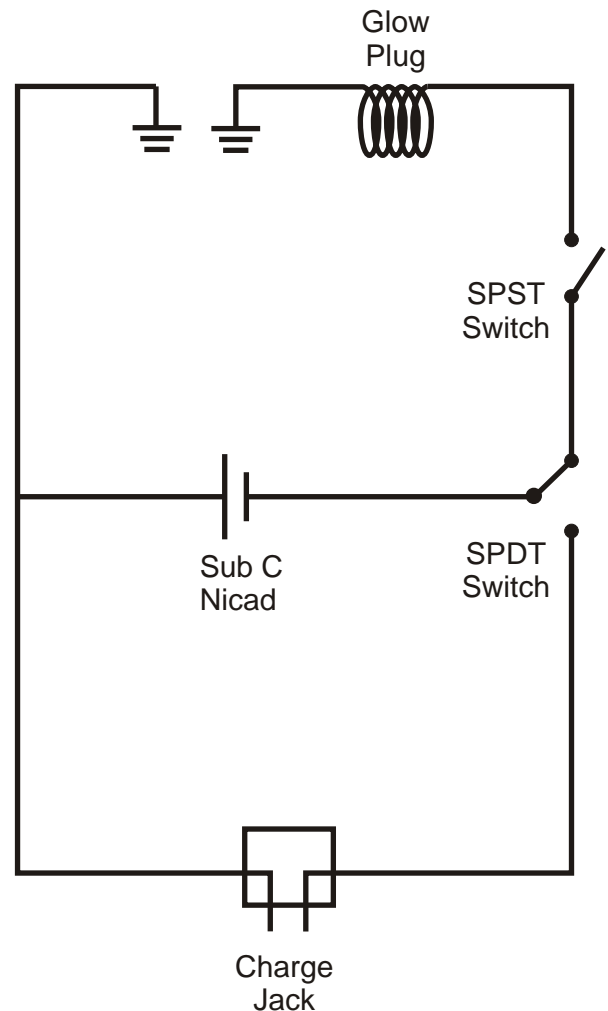
The schematic at the left shows how simple the circuit can be. Actually the single pole single throw switch could also be eliminated if desired. I added this as a means of energizing the circuit only at low throttle settings. You can easily do without it though and just leave the glow hot for your entire flight. I've been flying my DR-1 like this for years with no adverse effect on the plugs, so don't let anyone tell you this will shorten your plug life. In operation, when the engine is revved up and the plug is strongly lit by the catalytic action of engine operation, it draws very little current from the battery and thus does not over power the plug or shorten it's useful life.

If used, the SPST switch can be activated by a servo as show in the image below. The blade type micro switches sold by Radio Shack as pictured makes this an easy installation. The switch can be located near your throttle servo and arranged to cut off at the desired throttle position with a bit of trial and error. A much better method if you have a computer radio is to use a separate channel/servo mixed to your throttle channel to control the glow. You can then simply adjust the mix to more accurately time when the glow kicks on and off. A sub-micro servo can be used for this since there is negligible torque required to operate the switch.

The DPDT switch is the actual on/off switch for the system. Obviously this switch must be accessible from the exterior of your aircraft. This works in a manner similar to a standard receiver on/off switch. In the on position, the glow is switched on and in the off position, the charge jack is connected so that the battery can be charged. Speaking of the battery, a sub-C size nicad is suitable for several flying sessions if you use the servo switching method. If you choose to just leave it on for the entire flight, you will still get a whole days worth of flying from this size battery. Multi-cylinder engines or twin installations would benefit from a larger cell.

It's easy to connect the power to your plug using a Syllivan connector. These attach by merely pushing it on the plug and turning slightly. The center lead is then wired into the circuit as shown. Obviously, the other side of your plug is grounded to the engine since it is threaded into the cylinder head. So the circuit is closed by attaching the other lead to an engine mounting lug.

That's about all there is to it, I hope some of you will give this method a try. If you have any questions or comments, I'll be happy to help you out.



**DAVENPORT R/C SOCIETY
OFFICERS**

President: Larry Patrick (563) 391-1988
Vice Pres: Kent Rockow (563) 388-2011
Secretary: Harley McClure (563) 359-4167
Treasurer: Mike Smith (563) 386-5424

BOARD OF DIRECTORS

Phil Vernon **Dave Snell**
Jim Merritt **Bob Miller**

NEWSLETTER EDITOR
Phil Vernon

Webmaster
James Glaser
Phil Vernon

Next meeting
Monday- January 9th
7:30 p.m.

Deere Wiman Carriage House

Program - R/C Combat
By
Dirk Oosting

Visit us on the web
www.davenportrc.org

Davenport R/C Society
Phil Vernon
237 W. 46th Street
Davenport, IA 52806

To: