

# R/C Sportflyer

## June, 2002

Next Meeting at Stamm Field – Thursday, June 6 @ 7:00 p.m.

### Club Officers

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Send newsletter information and items for sale or wanted to the newsletter editor. He's almost always home after 9:00 PM or call his work number, 913-624-2570, it has a recorder, or send via Internet.

**Club Web Site:** <http://rcsf.freeservers.com/>

**Last minute news from John Urton: Saturday, May 25th, Mark Engeman flew his Gentle Lady sailplane for 2 hours, 13 minutes and 46 seconds. That beats the old record by over an hour. Quite an accomplishment! Congratulations Mark.**

### Minutes of May 2, 2002 Meeting

The meeting was called to order at 7:10 PM by President, John Carnal. There were 17 members and no visitors present. The Treasurer's report and minutes of the last meeting were approved.

**Safety:** Cliff Miller reported that we need to practice caution as we are flying close to the orange fence. Let's fly responsibly and don't lose our caution.

Bernie Drummond reminded us of wearing sunscreen and hats. Keep yourself protected from the sun's harmful rays.

**Training:** Dennis Tschirhart reported that training was picking up somewhat with 4 students so far. This should pick up even more with good weather on the way.

**Jackson County Parks & Rec:** Bernie Drummond attended the last meeting with the Jackson County Parks Dept. The Director of the Parks department, Gary Salva, wants all clubs to appoint just a few people to represent all of the R/C community. Gary has some good ideas but much still needs to be nailed down as of yet. Bernie would like to see one representative per "site". More on this as it develops. Bernie will continue to be our parks representative.

**Field Maintenance:** George Wright said field is OK. He reported that the mower "wanders" a little bit, maybe a loose front end. John Carnal and Dennis Tschirhart would get the front end fixed if in fact the wandering was from the mower and not from George.

**Formation:** Formation flying has picked also. We picked up a couple of new pilots – still practicing – and we need it! We now can tell the difference between combat and formation.

**Combat:** The April 20<sup>th</sup> match came off without a hitch, had a lot of fun. We had seven planes launch in the second round and only one plane left at the end of the match! That plane was a gremlin piloted by "Carnage", Johnathan Carnal. Good job Johnathan!

John Carnal challenged Bill Pikus from Channel 9 News to a combat match. He came out with a camera man and was trained in a one flight "abbreviated" crash course (pun intended). Then was buddy boxed through a round of combat by Dennis Tschirhart, call sign – Shredder. After a vicious round of hot dogging and fighting Gerard, call sign – Prop Hang, came out on top. Good job Prop Hang. This will air before you read this newsletter but maybe we can show it at a future meeting.

**Fun Fly:** Larry and Dave have reported that raffle prizes are starting to show up and we have some cool stuff. Permits and sanctions have been received. FMA required a copy of the roster to use as a mailing list in return for a raffle prize donation.

**A motion** was made, seconded, and passed to turn over the roster to FMA for their use only.

Every thing is on schedule and is coming together, great work Larry and Dave – thanks!.

**Delta Darts:** Dave Klaus reported that we currently are at 60 girl scouts now that are interested in the Delta Dart program. Dave at Hobby Haven volunteered all the Delta Darts we will need, Thanks Hobby Haven! This event is scheduled for June 1<sup>st</sup>, starting at 10:00am for the first 30 girls and 12:00 noon for the second group. Please make an effort to come have fun and help out! If you have any questions call Dave Klaus. John has five fixtures for building Delta Darts built and ready to go!

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### Other:

**Model ID tags:** Hans Kilz handed out AMA model tags to be put in or on our planes. Get your name in your bird. Some of us are still flying unmarked planes so this is a great way to comply with the AMA code. If you would like one catch John at the field. You might just get your plane returned back to you someday! (Dennis's planes are usually just put in an ordinary envelope with a stamp and dropped in the mail.)

**Flight simulator:** The club has a flight simulator donated complete with a Dave Brown flight simulator by John Carnal. He is going to work with Scott to get the computer cleaned up. This can be checked out on a 30-day period. Call John Carnal or Dennis Tschirhart for more info.

**Raffle Prize:** Stephanie Krogh won the 4" table saw.

(Extra special thanks to Dennis Tschirhart for taking minutes at the meeting. I got back from a conference in Orlando that evening and left the next morning for a long weekend in the Ozarks. Attending the meeting just wasn't possible. - Walt)

### Calendar of Events – Models

|                  |   |
|------------------|---|
| <b>Jun 1</b>     | RCSF - Delta Darts for Girl Scouts, Stamm Field                                   |
| <b>Jun 4</b>     | RCSF Club Meeting - Stamm Field   |
| <b>Jun 8</b>     | RCSF Fun-Fly  |
| <b>Jun 15</b>    | Mid States Scale Classic - Hillsdale, KS; John Ostmeyer CD, ph: 913-451-1602      |
| <b>Jun 15-16</b> | KCRC Pattern Contest  |
| <b>Jun 22</b>    | Shawnee Mission RC Competition Fun Fly, Club Field; Dave Bowles, ph: 913-651-0816 |
| <b>July 20</b>   | KCRC Summer Fly-in  |
| <b>Sept 14</b>   | KCRC War Bird Fly-in  |
| <b>Sept 28</b>   | RCSF Club BBQ & Fun-Fly   |

### Calendar of Events – Full Scale

**June 15**

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## June, 2002

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### Types of R/C Models

There are many different types of R/C planes that cater to the differing interests of modelers.

**Biplanes:** There is a great deal of interest in sport like biplanes (2 wing planes). This is an enjoyable way to relax on the weekend.

**Electrics:** This is an economical, clean and quiet way to fly. This is also extremely reliable. An electric flight typically has enough power for between 3 to 15 minutes of flight depending on size, battery and flight style (whether you constantly fly full power or only use the engine to climb). A typical flight is between 5 to 8 minutes.

**Sailplanes:** Sailplanes make an excellent first model and a great trainer. Once the art of flying sailplanes is learned well, a pilot can easily exceed 15 minutes flight times.

**Scale:** An interest of many modelers is the construction of model planes to scale like appearance. This has brought about competitions throughout the country. Realistic flight characteristics and looks will be seen here.

**Sport planes:** Whether you are a Sunday flyer or an experienced modeler, this is most likely the class for you. This class entails everything from high speed/performance planes to slow/docile planes.

**Trainers:** Starting out it is essential to learn on a beginners plane. Trainers tend to have flat bottom airfoils with a decent amount of dihedral. These planes yield docile, slow flying flight characteristics with plenty of reaction time.

**Jets:** This class is not for the faint of heart. A typical jet can reach speeds between 150 and 200 miles per hour. This is a class of planes for seasoned flyers.

**Warbirds:** WWI and WWII model planes have become an extremely popular class of model planes. Great Planes and Top Flite sell kits that will give you the feel of being in the pilot's seat of a piece of history.

How fast do these planes fly?

A typical beginners plane will reach speeds around 20-30 miles per hour. Depending on your type of interest, you can find planes that will reach speeds in excess of 200 mph.

How far away can these planes fly?

Typically, an R/C plane will have the range to fly about 1 mile away. This distance will vary with weather conditions. On muggy or hazy days, where there is a low ceiling, range may be considerable less. The range of a transmitter is not a typical problem: With smaller planes, the main problem with distance is the ability to see your plane. You should always use caution not to fly further out than your eyes can handle. If flying far enough out, it will eventually become impossible to tell the direction/attitude your plane is in.

What happens if the engine stops in flight?

If you're flying, and your engine quits, your plane will glide for some distance... You will still have control of the plane with the radio, although the control may become sluggish. Some models will glide better than others, depending on size, type, and weight. A trainer will have a much better glide ratio than will a pylon racer, which has a much higher wing loading. The wing loading (wing area divided by the weight of the plane, and expressed in ounces per square foot) is a good indicator of how sensitively a plane will handle... The lower the figure, the tamer the airplane will be, as a rule.

It is good to practice engine-out (dead-stick) landings from various points around your field, so you can learn to land from several directions. It's going to happen to you someday; be prepared. It cannot be stressed more... Keep your equipment in good shape, and your engines well tuned. **DEPENDABILITY** is the key to successful RC flying.

# R/C Sportflyer

## June, 2002

Next Meeting at Stamm Field – Thursday, June 6 @ 7:00 p.m.

If your engine quits on takeoff, try to land straight ahead; turning without enough airspeed and altitude will cause a stall and a resulting crash. If you are forced to make a dead-stick landing during an otherwise normal flight, try to make the runway, if possible. If you cannot, do NOT try to stretch the glide for an unreasonable distance. This will just cause you to lose airspeed, altitude and ideas all at the same time. Go ahead and set the plane down in the best place you can reach safely. Remember that it's better to walk after the airplane than to walk after the PIECES of the airplane!

Do you need a license?

That depends...

The radios in the USA used on the 27,72, & 75 Mhz bands require no license, but to use an RC system on the 50 Mhz (6 meter ham radio) band, you must possess a general class radio operator's license.

The club you join will (should) be associated with a larger governing body that provides liability insurance. In the USA it is the Academy of Model Aeronautics (AMA). Other countries have similar organizations, and you will most likely be required to join one of these organizations to become a member of a flying club. You will be provided a membership number and card.

Purchasing your first plane

The ideal way to purchase your first plane would be through a local hobby shop. Through a hobby shop you will get a first hand look at what you are purchasing before the fact. You will also be able to get all of your questions answered by a knowledgeable person rather than a phone representative that reads information off of a screen. There are a large number of excellent first planes. Hobbico manufactures the Avistar which thousands of people have learned to fly on. Hobby Shack manufactures the Air Master 40T which is also an excellent beginners plane. Sig's LT-40 has become one of the most popular trainer kits. Talk to your local Hobby shop; they will be able to find the right plane for you.

Your first plane should be a cabin-type trainer with a flat bottomed, high wing whether or not you build it yourself. There are literally hundreds on the market. Look for one with a wingspan of 60 - 72 inches with a .40 to .46 two stroke engine recommended.

It is recommended that you begin with a four channel plane, meaning you will have four functions working together. The controls are: Rudder, Elevator Ailerons, and Throttle.

Your initial investment will be in the neighborhood of \$350 to \$500, more than likely. You do NOT have to buy everything at once. Consider purchasing the plane first, then the radio or engine. You can find used stuff sometimes... Just know WHOM you deal with!

Can you buy a plane ready to go out of the box?

You can buy planes in almost any stage of construction. It's considered best by many to build your first plane, with the belief that if you built it, you can repair it. Somewhere down the line, it WILL need repair!

Due to time constraints or just plain disinterest in building, some prefer pre-constructed planes. You can purchase them "Almost Ready to Cover" (ARC), which allows you to have a plane that's almost built, but doesn't look like all the rest. There are also "Almost Ready to Fly" models (ARF), which just require finish work and engine & radio installation. There are also a few referred to as "Virtually Ready to Fly" (VRTF) which claim all you need is a screwdriver and pliers and two hours to be ready to go.

You can always contract a person to build your plane for you... A lot of clubs have members who love to build for dollars.

What should you bring to the field?

Put a first aid kit in your car or truck and leave it there.... Hopefully, you'll never need it.

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## June, 2002

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For basic field support, build a field box and fill it with: Fuel and pump, spare glow plugs, batteries, a chicken stick, spare props. As well, miscellaneous hand tools, such as Allen end wrenches, Phillips and flat screwdrivers, and pliers. Pack Windex and paper towels (planes get messy)... Make two padded stakes to restrain your plane by the wing in the starting area; and use them!

Build up & carry a collection of spare screws, nuts & bolts, clevises, servo arms, fuel tubing, wheel collars, and an extra servo... You'll be surprised how often either you or someone else will need this material.

How can you learn how to fly?

When learning how to fly it is "ESSENTIAL" to fly under the guidance of an instructor. Most clubs have a training program and volunteer instructors. They'll teach you how to fly, and may even have "club trainers" on which you can make your first flights.

What is a Buddy Box?

A Buddy Box is a device that connects two transmitters. This way, if you run into trouble while flying, an instructor can take the controls and save the plane. This is an extremely useful investment that will save you money in the long run.

What type of radio should you buy?

At the very least you want a four channel, FM transmitter equipped with four servos. Try to find out what frequencies are in use at your proposed flying site, and choose one of the least used frequencies.

We do not recommend you purchase a radio on Channel 20, as this frequency has been known to clash with TV Channel 4 in many areas. Many clubs will not allow its use at their site.

Another option is one of the entry-level computer radios. There are several available with six channels. These are only slightly more expensive than the basic four channel transmitter.

Crashes, and how to avoid them.

When starting out in this hobby, you must realize that crashes do occur from time to time. This is a fact that must be accepted coming into the hobby. I am willing to wager that 95% of accidents could have been avoided. Don't let your ego get the best of you. Common misconceptions:

"I still have enough power in the battery for one more flight"... If your battery is apparently at the limit of its capability don't put your plane in the air. It is not worth it to put yourself and others in the area at risk for 5 more minutes of fun. You can always come back to fly tomorrow or the day after.

"I don't think anybody else is using my radio frequency, it's ok to work on my plane in the pits"... Somebody can get seriously injured thanks to this. ALWAYS check to make sure nobody is using your frequency before turning on your transmitter. Remember, if you "shoot" somebody down due to a frequency conflict, it's YOUR responsibility!

"Sure the linkage isn't perfect, but it's good enough"... If you know your plane isn't in the proper condition to fly, don't take off. This will protect others from possible injury and save you money in the long run. One of the best statements regarding this is found in the in the Sig instruction manuals... "If it doesn't work properly on the ground, it's not going to get better in the air!"

"Nobody is around to help me start my engine, but that's not a problem -- I can do it on my own." You should always have someone hold your plane down when you start the engine. NEVER start an engine or fly a plane on your own. In case of an emergency, you should always have someone around when you fly.

What is the AMA?

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"The AMA(Academy of Model Aeronautics) is an organization dedicated to the promotion and development of model aviation as a recognized sport and worthwhile recreation activity." This organization is open to anyone interested in model aviation. The AMA sanctions more than a thousand model competitions throughout the country each year. You can call them at 1-765-287-1256 or write to: 5151 East Memorial Drive, Muncie, IN 47302. They also have a website available with more information.

Where can you go if you need help?

There are numerous sources for help when learning how to fly. The most important source for assistance is your local club. Through a club you will meet other people with similar interests, and will learn from each other's mistakes. This is one of the best ways to get your flying experience underway. Contact the AMA to find a club near you(follow the AMA link above for more info). Another source of information is a local hobby shop. Hobby shop employees are experienced in this field and are there to answer all of your questions, no matter how strange they seem. We have all been in the same situation at one point, don't be afraid to ask. You have made your way to RCONLINE. Search the forums. If you have a question that needs answering it is most likely that someone has asked it before. The answer may be online waiting to be found. If not, post it and wait for a response. RCONLINE has over 40,000 members. Somebody out there is ready and willing to help.

Good luck! Hope to see you at the flight line.

Neil Glazer

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It's a little bit of a stretch to make the following anything related to aviation, but I did pick it up from a newspaper while I was waiting for a flight. (I could NEVER dream up something like this!) It's from the Calendar section of the May 2, 2002 Orlando Sentinel. Don't you have to wonder a little about the mental condition of someone that would think up something like this?

"BOATBALL, water game played in kayaks, combining water polo and football, for age 16 and older: 6 p.m. today; on Lake Concord behind River Quest Kayaks, 4043 S. Highway U.S. 17-92, Casselberry; free; 407-834-4040."

Kids 16 and older in kayaks playing a combination of water polo and football. I wonder how much their liability insurance costs?

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### Safety in the Shop

by Terry Booth

With building season at full 'throttle', I would like to take a little time to talk about chemical safety.

Specifically, we'll take into account the glues, paint, solvents, fuel, etc. If your building area is anything like mine, it's full of all these things! Most of them are harmful, even if used correctly, but even more harmful if they are improperly used or stored.

Among the many hazards, inhalation is very common. Breathing the fumes can cause a multitude of health problems, some felt immediately, and some may not become evident until later, such as headaches that just come on "for no reason." Most CyA glues cause a runny nose and watery eyes, as most of us have already experienced! Other allergic reactions are also possible. In consideration of inhalation, we must also consider some of the smaller "creatures" that live in, or near, your building area. If you have small animals, especially pet birds, you should be very careful because they cannot tolerate nearly as much as we can. It is best to use solvents and paint outdoors whenever possible. If you must use them indoors, it is of great benefit to open a window and/or turn on a fan to exhaust them out of smaller areas.

Skin contact should also be avoided whenever possible. Besides burns, rashes and just pure discomfort, chemicals can enter the bloodstream by absorption through the skin. If occurring frequently, these can build up in the body over time. Never wash your hands in solvents! These solvents can overwork the oil glands, which can lead to dermatitis. It is best to use rubber gloves when you can.

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## June, 2002

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Eye contact can also be very uncomfortable along with possible vision damage. Safety glasses are a must in the shop. Have you ever splashed glow fuel in your eyes? Believe me, that hurts!

Flammability is another hazard to watch out for. Most all solvents and paints are flammable. They should be used and stored away from heat and ignition sources. This includes heaters, stoves, grinders, and even direct sunlight! It goes without saying, but I will anyway, that smoking is a very potential hazard while using or being around flammable chemicals.

I have seen metal containers rust and leak the contents on the shelf! I'm no chemist, but it seems possible for chemicals to react with each other causing toxic fumes, or even an explosion? Let's clean out those cabinets and shelves and discard safely those chemicals that we have not used for years.

It is also very important to keep all chemicals out of the reach of children. I know a modeler whose child drank some glow fuel! The child is okay now, but the modeler flies Electric now! No joke.

Material Safety Data Sheets are available with most all chemicals. You usually have to ask for them. OSHA requires all businesses to have them on file and accessible for employees to easily access them in emergencies. This is a standard that we should consider following in our personal shops. We should at least read the labels on the containers so we know what to do in case of poisoning. Some say to induce vomiting while others say not to. If extremely dangerous chemicals are being used, it may not be a bad idea to alert other household members, to check in with you occasionally.

In case of poisoning, have the container handy when calling a doctor. They can help you faster if they know what they are dealing with.

I hope I have not talked too strongly about this subject, but it really does have potential to be deadly.

Build safely.

from *Plane Talk*  
Lexington Model Airplane Club  
Gerry Wagner, editor  
Lexington KY

As published in the February 2002 AMA National Newsletter