



Flying Tigers RC Club

www.flyingtigersrcclub.org

AMA# 1838

Princeton, Minnesota

Rick Haapala – President
 Gregg Herreid – Vice President
 Becky Cartwright – Secretary
 Larry Carlson – Treasurer

Larry Carlson - Safety Officer
 Don Helps - Safety Officer
 Randy Clipson - Safety Officer
 Rick Haapala - Safety Officer
 Gregg Herreid - Safety Officer
 Ed Spencer - Safety Officer
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UPCOMING EVENTS

April 11th

Club meeting

8:00pm

**Godfather's Pizza
 In Zimmerman**

April 26th

Project day

2:00pm

**Jim Cartwright's
 In Princeton**

May 1st

Flying Season Begins

Tiger Field

May 9th

Club meeting

8:00pm

**Godfather's Pizza
 In Zimmerman**

Project Day

Saturday, April 26

At Jim's at 2 p.m.

A couple of years ago I had a project day out at my house. I thought it might be a good opportunity to give people a chance as a group to get together to finish some of those last little details so that we can get our planes in the air. We'll meet about 2:00 out in my pole barn. I'll have couple tables set up to work on. I will also have the BBQ ready to go, so bring something to grill and drink.

Directions to Jim's: Go east on Hwy. 95 to Co. Rd. 35 (about 6 miles east of Princeton). Turn right on to Co. Rd. 35. Go 3/4 of a mile and we are the only house on the right. Address: 33408 Dolphin St. NW. Phone: 763-389-5598.

--Jim Cartwright

RealFlight R/C Flight Simulator is a very valuable tool in learning how to fly both planes and helicopters. Yes, it is an expensive program, but worth the money. If you have a computer that can handle it, I highly recommend buying it. I have version G3.5 with all 5 Add-Ons and Expansion Pack 1-2. I bought it as G3 and got the free upgrade to 3.5. The software developers' website contains a forum in which you can join to download aircraft made by other members. They also have different 3D fields as well as PhotoFields and best of all, it's free. If you have a high speed internet connection, the PhotoFields download pretty fast. At 16mb per file, a dial up connection would take forever. I have downloaded a bunch of aircraft and fields as well as different color schemes for both G3.5 and G4 and put them on a disc. If you have the simulator and want any new planes, visit the software website at www.knifeedge.com/forums/, or if you want I can send you a file via email.

James

MEETING HYLITES

Meeting called to order at 8:02 p.m. at Godfather's in Zimmerman with President Rick Haapala presiding.

Minutes from previous membership meeting were approved as read by Becky.

Treasurer's Report was given by Larry. The porta-potty has been paid for the year (\$340.80) and the Club Charter has been paid (\$130).

Field Maintenance: No grass yet.

Safety Officer's Report: Everyone is safe.

Old Business:

- It was decided that the Swap meet will be some night at the field.
- At last month's meeting people volunteered to hang flyers around at local business to try to increase our membership. Some of the places require a 3 ½ x 5 card so Gregg and Becky created some cards that size.
 - Gregg posted our Flyer in locations in Elk River and will post the 3 ½ x 5 cards in other businesses. He will also place free ads in the Elk River Shopper promoting our training nights and the Lion's pancake breakfast/Come Fly with Us event.
 - Larry posted our Flyer in various locations in Zimmerman
 - Randy will post our Flyer and 3 ½ x 5 card in various locations in Princeton
 - Becky posted an ad on Craig's list. It is on the Minneapolis/St. Paul site listed under lessons.
 - Becky will design and print some business size cards for members to hand out to potential flyers.
 - Don contacted several past members about rejoining the club. Some of them will be rejoining.

New Business

- Project Day will be Saturday, April 26 at 2:00, at Jim Cartwright's. An article about Project day will be in next month's newsletter.
- The X-Games event (R/C cars and boats) is on Labor Day weekend at the fairgrounds in Cambridge. They would like to include some flying events. More information is needed.

Membership Inquiry: John Schmaltz, Duane Snippen and Pete VanAlstyne have rejoined the club. New members Greg and Lauren Anselment from Milaca were at the meeting. Welcome to the club!

Show and Tell: Hats and T-shirts for sale

Raffle: Greg Anselment (newest member) won both raffles! (Beginners luck!) \$7 went to the club.

Meeting Adjourned at 8:42 p.m. with 18 members present.

Are You Infected?

From Aero R/C Club, Lennon, Michigan

If you can answer yes to more than five of these questions, then you may have a serious infection called RC Hobbypox.

- I need another radio (add a yes for every radio over five).
- I have more than one large box of scrap balsa.
- I save pieces of MonoKote that are as small as a square inch.
- I keep broken propellers.
- \$200 for a four-cycle engine is worth it because it sounds twice as good as a two cycle.
- I have more than three airworthy airplanes.
- I have parts to airplanes that are not functional and never will be.
- I need a more powerful engine.
- I have considered buying a new vehicle so I could buy larger airplanes.
- I recognize my spouse and children less than two out of three times. Two yes responses if you just noticed that they left at the start of last flying season.
- I have snow skis for my airplanes.
- I wish twin-rotor helicopters were more of a challenge.
- I can guess the RPM of an engine within five revolutions.
- I have a still in my basement, but only to make fuel.
- I have never noticed the model holding the model airplane in advertisements.
- I have deliberately crashed an airplane so I would have an excuse to buy a better model.
- I bought a DVD player just to watch model airplane videos.
- I visit hobby shops when on vacation instead of going to the beach.

How is a Good Preflight Check Performed?

From the East Valley Aviators, Apache Junction, Arizona

You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

1. Propeller/Spinner - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.
2. Throttle linkage – Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.
3. Engine mount bolts – Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!
4. Muffler – Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.
5. Firewall – Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.
6. Landing gear – Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.
7. Servos/Linkages – With the wing off (or through an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc. You should also check wing-attachment points to make sure they are solid and tight.
8. Check the batteries with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.
9. Horizontal stabilizer – Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a “safety device” (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.
10. Vertical stabilizer – Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a “safety device” (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.
11. Antenna – If your antenna is accessible, check it for nicks or breaks.
12. Wing – Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods are attached solidly. Make sure you have a “safety device” (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing. Now attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.
13. Check controls - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.
14. If this will be the first flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly – A tail-heavy airplane fly's ONCE!
15. Range check, engine off - With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.
16. Range check, Engine running –MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE! Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle. I know some of you will look at this list and say, “If I do all that before each day of flying, I will not have time to fly!” In fact, if you make this checklist a part of your “routine” every time you put an airplane together, after a while you will find it will only take a few minutes to complete.

Remember When...

From Sierra Flyers Model Airplane Club, Yuba City, California

1. A PROGRAM was a TV show.
2. A CURSOR used profanity.
3. A KEYBOARD was a piano.
4. MEMORY was something that you lost with age.
5. A CD was an investment.
6. COMPRESS was something that you did with the garbage.
7. LOG ON was adding wood to the fire.
8. HARD DRIVE was a long trip on the road.
9. A MOUSE PAD was where a mouse lived.
10. And a BACKUP was a sewer problem.
11. You CUT with a pocket knife, and PASTED with glue.
12. A WEB was a spider's home, and a VIRUS was the flu.
13. A COMPUTER was something in a science-fiction show.
14. A WINDOW was something you hated to clean.

From the Anoka County Radio Control Club, Inc., Coon Rapids, Minnesota.

RC Airplane Definitions

Prop Nut: What a glider pilot calls power pilots.

Pucker Factor: A factor that exponentially gets higher, as your out-of-control airplane gets lower. At the high end of the scale, changing your shorts is necessary.

P51 Mustang: What beginners use to learn to fly.

Radio: An expensive electronic device to randomly alleviate overcharged batteries. A device that enables an airplane to crash different places than it normally would.

Radio Glitch: A documented electronic occurrence, causing immediate and irreparable loss of control. The source of a crash when there is a possibility of someone else's radio in close proximity to the airplane.

Receiver: The part of your airplane that picks up interference.

Sink: Non mythical meteorological event stimulated by RC Soaring pilots.

Skid Protector: Another word for a spinner.

Snap Roll: After a nice high G roll, something snaps, usually the wing.

Spinner: A critical part of the landing gear.

Stall: What you tell your wife when you want to take it up "one more time."

Swept Area: The only part of your apartment that is not covered with balsa dust.

Tail-dragger: An RC pilot that has just spent the last hour looking for his airplane in the woods.

Thermal: A mythical occurrence of rising air.

Tip Stall: Offering several minutes worth of unwanted advice to a nearby pilot, instead of taking your turn to launch off the winch. Used when sink is in the air, and contest points are at stake.

Trainer Cord: A handy device for electronically installing false confidence into rookie pilots.

Tree: Implement used to separate wings from fuselage.

Upwind Turn: Same as downwind turn. NO, IT ISN'T! YES IT IS!! NO, IT ISN'T! etc.

Wetted Area: After Rex the wonder dog finds the pit area.

From the Editor...

The "AMA Insider" allows information and articles from their publication to be reprinted into our club newsletter as long as the authors name is mentioned. These articles come from different club newsletters around the country. Hope you enjoy this month's newsletter.

James Graff