



Le Journal d'Escadrille

Newsletter for the members of the 114th R/C Aero Squadron
Volume 19 Issue 8 August 2004

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August '04 President's Message



We're not lacking any moisture this year and it shows. The grass is still green and it's August! Dave Symank and Len Minco are doing their best to keep up with the mowing but because of the heavy rains the field is sometimes too wet for the heavy cutting equipment. You may also notice some patches of grass that are a foot tall whereas the surrounding grass is only a couple inches. No, this isn't something done intentionally to making landing and taking off more interesting – there just seems to be some spots where the grass grows a foot in only a couple days. One visitor said that she saw this sort of thing around a septic tank but I don't think that we've got one of those out there ...

There has been an inordinate number of "lawn darts" these last few weeks. As far as I know, all have been mechanical failures so perhaps we can learn from them and hopefully reduce the odds of having the same thing happen again. A couple recent crashes have been due to wing failure of the Avistar trainers. Richard Dreyfus was the unfortunate victim of one and it was while training with Al Mason. They were not doing anything unusual but the fuse sure comes down in a hurry when there aren't any wings attached.

Examining the wing, I could see that the dihedral brace broke cleanly. It's made out of light ply so not very strong. Anyone contemplating this airplane or a similar one should make a new part using aircraft ply instead. Lite ply would be adequate if the joint between the rib roots was a perfect fit with a perfect epoxy joint. On the wing that failed, both surfaces were completely covered in epoxy but the wing halves probably didn't fit accurately so an actual bond between the two surfaces occurred on less than about 20% of the total area. Likely, the glue failed (epoxy itself is not very strong) and then the lite ply doubler failed. So, before gluing, check to make sure that that gap between the wing root ribs is minimal. If not, see what's binding and sand/trim as necessary to get a good fit. If the surface is just plain irregular and the gap can't be closed, you need to strengthen the epoxy that will fill the gap. One of the easiest and strongest ways is to mix up some 30-minute epoxy and then mix in a generous amount of chopped fiberglass shards. The fiberglass gives the strength and comes with little weight gain. This joint will not fail without help.

Radio failure also seems to be a bit more prevalent during the summer. While switches are the least reliable part of the system, batteries are the most likely to be low on charge and become the ultimate source of control issues. NiCad batteries self-discharge and lose charge just sitting on a shelf. The effect increases dramatically with temperature.

Most of us store our airplanes and radios in the garage. During the winter months when the temperature might be about +15C on average, the self-discharge rate is only about 4% per week. But, in the middle of summer, the ceiling in my garage where the planes hang is close to +40C. At this temperature the self-discharge rate is a whopping 15% per week! In a month the battery would have less than 40% of its capacity left.

One way around this is to charge the battery right before heading out to the field. Or, get a charger that will provide a continuous trickle charge at about a C/50 rate where "C" is the capacity of your battery. Yet another way is to plug a power bar into a lamp timer and then plug your "wall wart" chargers into that. Set the lamp timer so that it is

**Next Meeting Date
Is Tuesday, August 10
7:00pm
It will be at the *Field*
Not at the church
Unless it rains of course**



on 4 ~ 5 hours per day and that will give you about a C/50 rate which will keep your batteries topped up without damaging them. Of course, when you first come home after flying, over-ride the timer so that you get about a 12 ~ 16 hour charge. I use a water heater timer and the mechanical tabs are set for a 5 hours cycle. When I get home I just rotate the timer wheel so that I get 14 hours before it kicks off. After this expires it will then just run the 5 hours cycle every day, automatically. With this you'll always be ready to go!

Speaking of batteries, make sure they are well anchored. When they tear loose they can really alter the CG and maybe even make the plane totally unmanageable. Worse, they are so heavy that the plug may pull out from the switch assembly and all of a sudden everything stops working. Unless the battery is in a securely glued box, I use a piece of heat shrink or a tie wrap on the connector assembly to guarantee that the connection doesn't pull apart. It worked on Shawn's Tiger II. We turned it over for cleaning and after removing the wing found that the battery pack (which was attached with Velcro ... mistake!) had come loose and was flopping around inside the fuse. The heat shrink kept it from coming apart and the story had a happy ending.

Spend some time and check your radio gear for this potential issue. The day may come when an airplane with a radio issue heads towards one of the neighborhoods rather than out towards the lake. Over the years, several have made it to the Lonesome Dove pond and houses aren't much past that. Worst thing is that you are utterly and totally helpless to do anything about neither the airplane's flight path nor the sinking feeling in your stomach. Simple measures can reduce the possibility.

FLY SAFELY and enjoy the rest of the summer. Cooler months will soon be here. By the way, the Toy Fun Fly that was so successful last year will be run again. It will be held the **second Saturday in December**, the 11th, so mark you calendars and plan in participating in this most rewarding activity. You will feel great for helping some less fortunate children, you'll get jump started into the Christmas spirit and have a great time to boot. It just don't git no better 'n that!

Darrell ...

Field Committee Report

There is nothing like getting to the field at 7:00 AM on a Saturday morning. "Why" you ask? Because it's not 100 degrees and you can actually find it refreshing. However, that's not why I am stopping by the field at times that I'm not flying. I have been stopping by, talking with flyers andmaking sure that we have compliance with the insurance and AMA memberships. I'm pleased to let you know that all of our efforts seem to be paying off. It's been awhile since I have found someone flying without an AMA membership. This is great progress and I want to give a *Special Thanks* to **Johnny Snead** for his conversations with proprietors of some of the local hobby shops stressing the importance of advising new flyers to join the AMA. **THANKS to all!** I encourage all of you to continue being vigilant in ensuring that we are protecting

the club, ourselves and most of all, other flyers and spectators.

As you know, Thursday evening is the publicized training time for club members and new potential flyers. During the last few months it has become pretty popular with a few of us staying busy throughout the evening checking out planes, helping people adjust their planes and flying people on the buddy boxes. I do believe that this is going to bring many new flyers into the hobby and facilitate future growth for the club.

If you are looking for a way to volunteer and help out the club, we can certainly use you for a few hours on Thursday evenings. You don't actually have to fly or train others on the buddy box. We can use your help in advising and assisting new pilots with their adjustments and plane inspections. Your assistance would allow those of us that are training people more time to actually spend on the buddy boxes with the new flyers. Any assistance you can give would be appreciated by myself, Darrell, Dennis and the others that are out there helping out.

Thanks to all and**See you on takeoff!**

Len Minco



Darrell "The Prez" Barabash explaining the finer points of flying to Lauren Minco (Yes, its Len's Daughter while she is home from college) before they train on a Goldberg EXTREME 330-3D. It was her 3rd flight ever and Darrell stated that all he did was "Take off and land the plane." It was also overheard that "Now she can teach her Dad to fly it!"

?? We'll begin with a box, and the plural is boxes, but the plural of ox becomes oxen, not oxes. One fowl is a goose, but two are called geese, yet the plural of moose should never be meese. You may find a lone mouse or a nest full of mice, yet the plural of house is houses, not hices. If the plural of man is always called men, why shouldn't the plural of pan be called pen????



**From the Secretary/
Treasurer**

Minutes of Monthly Meeting, July 13, 2004.

The club President called the meeting to order at 7:02 p.m. There was a quorum present. First time guest was Jerry Burton.

Old Business

If your e-mail address is not up to date, please advise Darrell of the change. **All new pilots please make sure we have your e-mail.**

See Darrell if you are a new member and need a gate key.

Dennis Eaton stated that the new Trophy Club field will probably get started when the water goes down. Dennis reworked the club roster and asked everyone to check it out on the web site and see if your information is correct.

New Business

We were all happy to see Richard Lessard at the meeting and doing well. Richard said that he passed a stress test and was feeling very good after his recent heart attack.

Al Mason said that Thursday evenings are busy with new pilot training.

Len Minco said that we now have our new club banner. Len also wanted to thank all those who volunteered to help with the field maintenance.

Darrell reminded everyone that we should avoid over flying the area to the south of our field especially if anyone is using the area.

Ed Perez will chair the new membership committee that will handle new members who can not attend the two required club meetings. Ed King, Bob Hubbard and Jack Parker have agreed to serve on this committee.

Next meeting will be held at the flying field. The meeting will be at 7:00 p.m. on Tuesday, August 10, 2004.

Model of the Month

Dale Smith entered a Giant Scale Aircraft P-26 with an OS 120 for power. Dale won MOTM for the July meeting,

There was another mega raffle. The club took in \$88.00

The meeting adjourned at 7:45P.M.



Dale Smith once again comes through with an outstanding model of the month.

Mega Raffle Winners for July

- Gift Certificate..... John Hagel
- CA Medium..... Dennis Eaton
- Exhaust Deflector..... Jerry Burton
- Screwdriver Set..... Jim Logue
- Zip Kicker..... Walt Nichols
- Cool Power 15%..... J.D. Smith
- Top Flite Hot Sock..... Bob Hubbard
- CA Thick..... Jim Whitworth

A Bit of Older News

The 114th Aero Squadron was well represented at the HOR fun fly at Greater Southwest Aero Modelers field on June 21, 2004. Jacque Parker took 1st place and Dennis Eaton took 2nd place. The most amazing part of the day's events was that Jacque did not crash any planes. *That last comment came from the number two finisher, not your editor.*

?? If I speak of my foot and show you my feet, and I give you a boot, would a pair be called beet? If one is a tooth and a whole set are teeth, why shouldn't the plural of booth be called beeth? Then one may be that, and three would be those, yet hat as the plural would never be hose and the plural of cat is cats, not cose. ???

From the Webmaster

Not much to report this month, Our site continues to grow and we are now at about 70% capacity of our 200 MB space. Soon we will have to make the decision to buy some more space or start throwing things out. Also if anyone has any pictures of any of the past events please send them to me in a .zip file and I will try and post them. If anyone has anything for sale and they want to post their information and contact info please send an email to jsnead@114thraerosquadron.com and I will see to it that we get some space allotted to your ad. If anyone has information about a flying event in our area please post your information on the "Cork Board". This will allow everyone to get a chance to participate in events we may not otherwise know are happening. That's all for now.

May your landings always equal your takeoffs.

Johnny

09/17/04 - 09/19/04 – Monaville, TX (C) 16th Annual B-17/Big Bird (Scale) Fly-In. Site: Bomber Field. B-17 Gathering & Scale Big Bird Fly in.. Food and sodas. Souvenirs on site. Caps and T-shirts. \$20.00 landing fee. Campers welcome, no hook ups. We do have fresh water. Hanger on site to store planes for overnights. Don't forget to get your raffle tickets for the ready to fly B-17 to be auctioned off Sun., Sep. 19th. @ 2:00 P.M. Early arrivals welcome to get some early flying in. ALL PLANES will fly the pattern unless authorized before hand to help prevent any mid-air. Thanks for the cooperation. CD-Nick Stratos 281-471-6762, Cell 713-857-4108, E-mail nls@houston.rr.com Sponsor: BOMBER FIELD

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