



KANSAS CITY RADIO CONTROL ASSOCIATION



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FROM THE PRESIDENT

From the top: We had 20 members, and two new people signed up. The May fun-fly had a slow start but by noon the event picked up. There were a few problems that showed up, but were resolved quickly. The Futaba FASST 2.4 ghz seminar is June 26, 2008 at Legacy Park community center in Lee's Summit, 6:30—8:30 pm. This should be an information packed evening, so plan on arriving early to get a good seat.

The issue of student / new pilot training has been raised again. I would really like KCRC to have one of the better programs in this area, but presently we have nothing formal or organized to offer. I would like to discuss this issue at the June meeting, so please bring your suggestions and concerns. Let's get something going on this!

The Mustang Man

Robert Slaton



NOTICE

It has been the club's policy in the past to publish the current club membership roster twice a year in this publication. However, due to everyone's concern for privacy, we are no longer publishing the club roster.

We will have copies of the current roster at the monthly club meetings and we would be happy to e-mail a copy to you if requested.

Please send e-mail roster requests to Dan Olson or Bill Steinweg (see cover for e-mail address's).

IN THIS ISSUE

- Page 1: President's Message
- Page 2: KCRC meeting minutes.
- Page 3: KCRC News
- Page 4: Pix
- Page 5: Keep it Safe!
- Page 6: Tips & Tricks
- Page 7: Special Event Announcement

NEXT MEETING

June 18th, 2008

7:00pm

Charles W. Reed Field
(Lake Jacomo)

MEETING MINUTES

May 2008

The meeting was called to order at 7:00 pm by club president Robert Slaton. There were 20 members in attendance. There were two guests present.

Old Business:

The minutes from the April Meeting were approved as printed in the May newsletter.

Robert Slaton reminded everyone of the Pattern contest Jun 21st-22nd. The Barnstormers are hosting this year. KCRC will pickup half of the cost like the Barnstormers did for us last year. We need to support this contest with workers and participants.

Dan Olson reported on the 2009 Swap-n-Shop preparations. Jimmy Cianciolo has the contract packet from BTC. Next week he will issue a check for our deposit on the hall.

New Business:

Jim Koch is trying to sell Charlie's Hobby Shop, so he can retire. The shop will close June 6th for his vacation and may close for good at the end of the month. He is donating a Futaba 6EX FASST 2.4 ghz. system for the Warbird Fly-in as a thank you for the club's support over the years. Thanks Jim!!

Harley Weidman gave a report on the 3-D Fun Fly to be held July 19th-20th. Rules are currently being established, but generally pilots will be given playing cards for each 3-D flight. The best poker hand at the end of the day wins the grand prize.

Joe Cygan has met with the other clubs concerning the Harvesters Fun Fly. Duty assignments have been given out. KCRC will provide the concessions again. All contributions to Harvesters are tax deductible.

Craig White asked for volunteers to co-CD the next Pylon race in October. AMA requires a CD to be on site during a sanctioned contest so having two CDs is a good idea. Jerry Singer volunteered to be the co-CD.

Officer Reports:

President: **Robert Slaton** reported on the Club Fun Fly held May 17th. The event was lightly attended in the morning as most of the participants arrived around noon. He sold \$100.00 worth of tickets for the Warbird Raffle Plane. Free hotdogs were served to members and all who attended had fun. In the future, a notice will be placed on the field bulletin board announcing the event and whether the field is closed or open to public flying.

The Warbird Fun Fly is set for Sept. 6th. Two classes will be judged. He is still acquiring prizes for the event.

Vice President: **AJ Seaholm** reviewed the Pylon race held earlier this month. We received a lot of positive comments on the race. Our club support was great and we cleared \$200.00 for the treasury. The Barnstormers also hosted a pylon race this month and 10 of our members attended. On June 26th, Steve Kaluf of Hobbico is scheduled to put on a seminar about the new Futaba Faszt radios. KCRC is hosting the event at the Legacy Community Center in Lee's Summit. The event hours will be 6:30pm to 9:00 pm. There will be a raffle for a Futaba 7C Faszt system and door prizes. We hope to get 75 to 100 people to attend. We have had great support for our events from Hobbico in the past and this is a good opportunity for the club to cement our relationship with this fine company.

Secretary: **Bill Steinweg** asked if the club members would like to receive notifications via e-mail of upcoming RC events in the surrounding area. The motion was approved. Members may opt out at any time by sending Bill an e-mail.

Treasurer: **Harley Weidman** reported on the current status of the club's CD and checking accounts.

Parks Report **Joe Cygan** brought us up to date on field repairs. JD Ingram is waiting for the bid to repair the cracks in the runway to be finalized. The parks Volunteer Dinner was attended by a few of our members. Marvin Lackamp and Bill Stone received the Operations Service Award for all the work they do at the field. Joe presented Bill with his award at the May meeting.

Meeting adjourned at 7:30 pm.

Respectfully submitted-William Steinweg-KCRC Secretary

KCRC NEWS

KCRC 2008 EVENTS

June 21/22: Pattern Contest

July 19-20: KCRC 3D Fun Fly

July 26: Harvesters Fun Fly

Aug. 16: KCRC Club Day / Picnic

Sept. 6: KCRC Warbird Fly-in

Oct. 4: KCRC Pylon Race

FOR SALE

JR 8103 Digital Trim 72MHZ Channel 14
8 channel
10 Model Memory
3 function: Air, Heli, Glider
R600 FM Receiver 72MHZ Channel 14
Aluminum Transmitter case
\$200.00

DX6 Spektrum Park Flyer Radio
6 Channel
2.4Ghz
AR6000 Receiver
(for park flyers only)
\$75.00

JR 9303H 72Mhz Channel 22
9 Channel
30 Model Memory
3 function: Air, Heli, Glider
R700 FM Receiver 72Mhz Channel 22
This is the helicopter version of the 9303, switches
are slightly different than the 9303 airplane version.
\$350.00

If interested in any of the above, contact Craig
White via e-mail: krcrpilot@gmail.com
Or, home phone: 816-229-2117

Float Flying 2008

June 28, Lawrence, KS. Contact: Gary Rauckman 785-843-3281. rocketman200@juno.com
Sept. 5-7, Smithville, MO. Contact: Larry Peak 816-436-9565. lpeak1@kc.rr.com
Sept. 12-14, Springfield, MO. Contact: Dave Campbell 417-823-0931. dmcampbell@att.net

KCRC recently received a very nice thank you card from Betty Haworth, regarding the contribution that was made by the club in Harold's name to KC Hospice.

The required deposit has been sent to MCC-BTC for the hall rental for our S-N-S 2009. So, we are now "locked in" for the 2009 event. Jimmy C. managed to "sweet talk" the BTC into the same hall rental rate as last year. Way to go Jimmy C.!!!!!!!

*Your Ad Here!
(space available)*

KCRC WEBSITE CHANGE!

The Club website address has **CHANGED!!!**
The **new website** address is:

kcradiocontrol.com

Please make note of it, and change your bookmark for this site as shown above.

Contributions to this publication are encouraged from all KCRC members. Please send all articles, announcements, "For Sale" items, etc. to the Editor for consideration. Publication of member submissions are subject to the Editors discretion.



Marvin Lackamp received a volunteer service award, for the many hours he has donated to help keep Charles W. Reed Field in "tip-top" shape. J.D. Ingram with Jackson County Parks & Rec. presented the award to Marvin at the annual JCPR volunteer appreciation dinner on May 1, 2008.



Metro North Mall Show April 5th & 6th 2008



KEEP IT SAFE!

Propeller Sense (From the Temple Aero Modeler's Newsletter, Temple, Texas)

Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend?

If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes only, or better yet, break it clean in half before discarding to keep anyone else from using it. Don't even think about using it as a back-up spare.

There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard which can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller. You do balance your propellers don't you?

Why bother balancing a propeller?

It won't hurt the engine any. This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.

When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional surface area to be tightened against. The smaller the washer area, the greater the chance of the propeller being crushed under the pressure of the tightened propeller nut.

When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate, so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.

Propeller Markings

Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.

Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the "disk" formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller (one having the same pitch all along its length), but it isn't so. Remember, the farther out from the hub a given point is on the propeller is, the farther it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch propeller, the smaller its angle will be.

When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over constant pitch propellers.

Some manufacturers of propellers are very precise. There are propellers marked with their pitch out to the second decimal point, as in 8x3.8. Don't mistake this "second number" as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.

Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch than indicated by their markings.

Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material it's made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.

Play it safe, and keep your propellers clean, tight, and balanced. →

Tips & Tricks

Keep Your Parts in Place

Ever had the prop nut, washer, and propeller fly off while airborne? Ever heard that sickening “crack!” when you touch the starter to the engine and then spend the next hour looking for the prop nut in the tall weeds? Well, try this solution:

Put an o-ring on the end of the engine crank shaft after you get everything secured. It may keep the prop nut from spinning all the way off next time your engine decides to be cantankerous.

By the way, I hope you have been around long enough to know that propellers, especially the wooden kind, compress after being subjected to tightening down of the prop nut. That’s why you see so many coming loose early Saturday morning at the field. What was tight for the last flight on Sunday ain’t tight a week later. Check ‘em!

—*From the Beachmasters R/C Club, Ocean Park, West Virginia*

Electric Screwdriver Drill Bits

I’m sure by now everyone has an electric screwdriver in his or her tool box, but did you know that you could also use these handy little devils as a drill? Sears, and I am sure other hardware stores, handle this item. What they are are different size drill bits welded to hex shanks ends. You simply slip the hex shaft into any electric screwdriver and drill away. These are great for drilling in tight places or through delicate material. They are slow enough so you won’t drill too far and powerful enough to drill through most materials.

Small Spring Clamps

Another item I found at Sears was small spring-loaded clamps. Besides clamping stuff, I use these and a couple strips of wood to center rudders and elevators. Simply place two strips of wood across the elevator and stabilizer: one on top and the other on the bottom. Clamp them in place. Center your servo arm and connect the control rod from the elevator to the servo arm. Tada! The elevator is now centered with the servo. Repeat on the elevator.

—*Both from the Prop Masters R/C Club, Downers Grove, Illinois*

Engine Oil Removal

Another way to clean baked-on oil from an engine is to boil the stripped parts in a pan of water with a handful of clothes washing powder. It does a great job, but smells horrible!

—*From the Endless Mountains R/C Flying Club, South Montrose, Pennsylvania*

The Know-It-All Modeler

A very knowledgeable modeler with a know-it-all arrogant attitude challenged club members that he could answer any model related questions. For a small \$5 bet, he would go around and ask each member to ask one question. If he answered wrong, he would lose the bet. True to his words, he could answer all questions until finally no modelers would take up the challenge.

Always on the lookout for a new victim, one day the arrogant modeler came across a new novice member. “I challenge you to take a turn to ask model-related questions,” said the modeler. “But because you are a novice, if I can’t answer your question, I’ll pay you \$100 dollars. But if you can’t answer my question, you’ll pay me \$5.”

The novice just wanted to get on with his flying and refused the bet. However, after repetitive, annoying words from the arrogant modeler, the novice just wanted him off his back so he accepted the bet.

The novice asked his question first: “What airplane has five wings, three tails, and one aileron, fitted with only an O.S. 28 and can go up to 250 km/h?”

After a long thought, the arrogant modeler concluded for the first time, he did not know the answer and paid the novice \$100.

“So what’s the airplane called?” asked the arrogant modeler.

“I don’t know,” said the novice. He handed over the \$5 and pocketed the remaining \$95 for himself. Then he got on with his flying!



Futaba *FASST* 2.4 GHz Seminar

Presented by: Steve Kaluf

Steve Kaluf, Futaba Assistant Marketing Manager, will be coming to the Kansas City Area to demonstrate the latest Futaba has to offer in FASST 2.4 Ghz radio equipment. Steve will present a video enhanced run down of the latest 2.4 technology available from Futaba. The entire FASST product line will be available for your inspection.

Steve will also be raffling off a Futaba FASST 7C transmitter to one lucky attendee. All who attend will receive Futaba goodies including a cup coozie, catalogue, and Futaba FASST decals.

June 26th, 2008 6:30-8:30pm

Legacy Park Community Center

901 NE Bluestem Drive, Lee's Summit, MO 64086



The room seats 75 and has overflow area for additional attendees, if needed. Get there early to secure a seat. Located in east Lee's Summit between Colbern and Langsford Roads, off Blackwell Parkway

For more information about the Legacy Park Community Center visit:

<http://www.lees-summit.mo.us/content/Parks4.cfm>

This FREE event is sponsored by:

Kansas City Radio Control (KCRC)



CONTACTS



TO:

Dated Material. Please do not delay.

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