

# KANSAS CITY RADIO CONTROL ASSOCIATION



## CONTACTS



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## FROM THE PRESIDENT

Well January 1 came and went. We had a good turnout for the annual Max Klotz Icicle Stick Fly-In, considering how cold it was. Thanks to all those who helped clear snow in the pit area. Thanks to Marvin Lackamp, and all those who brought chili and all the fixings for everyone to enjoy (and help keep us warm). Hopefully we can anchor down some dates for the Appreciation Dinner. Other than that, things seem to be going smooth for the club.

Duane

(See calendar of events on page 3 for Appreciation Dinner date. Editor)

## Dues are Due!

Yes, that's right, it's time for our annual KCRC and AMA dues to be paid again. So, everyone dig into your wallets, checkbooks, purses, whatever and cough up the big bucks, (so to speak). This is always for a good cause (and you know it is). Your KCRC dues will help support your club for the upcoming year and the AMA dues will support the national organization also. Remember, AMA provides the additional insurance coverage that you may need some day, so whatever you do, don't let your AMA dues lapse. The AMA insurance coverage is required by Jackson County Parks & Rec. to be able to fly in any of their area flying sites. Please don't wait until the last minute to take care of your dues!

See KCRC membership form on page 7. Editor

## IN THIS ISSUE

- Page 1: President's Message
- Page 2: KCRC Meeting Minutes.
- Page 3: KCRC News
- Page 4: Exhaust deflector fix
- Page 5: Planes for Wind!
- Page 6: Icicle Fly-In pix
- Page 7: 2010 Membership form

## NEXT MEETING

January 20, 2010  
7:00pm

EAA Hangar Building  
Lee's Summit Airport

Program: Come find out

# MEETING MINUTES

December 2009

The meeting was called to order at 7:00pm by club President Duane Hulen. There were 29 members in attendance. There were no guests present.

A motion was made to approve the minutes from the November meeting as printed in the Contacts newsletter. Motion passed.

## Old Business:

**Dan Olson** Updated us on Swap-N-Shop progress (in Jimmy C's absence). We have sold about 60 tables so far. This is the last meeting before the event. We will need volunteers for Friday, Jan 15<sup>th</sup>, to help set up tables. Meet at the BTC at 1:00pm. Saturday, the 16<sup>th</sup>, we will meet at the McDonalds on Front Street at 6:00am before going over to the hall for final setup. "A Taste of Chicago" has agreed to provide concessions at the show, just as they did last year.

**Dan Olson** reported that the Pattern Contest, sponsored by the Barnstormers in 2010, would be held at our field instead of at Hillsdale. Vince Bartone is interested in holding one to three training sessions for pattern before the contest to help introduce new flyers to pattern and the contest.

**Ed Baucom** Thanked Susan Calvin for donating the plywood for the video cabinet repair. The cabinet is repaired and located in the hangar if you want to check out a video. Dan Olson donated two new videos. EAA has approved our rental of their meeting room for the next year.

## New Business:

**Duane Hulen** discussed the Jan 1<sup>st</sup> Fun Fly. Max Klotz started the club tradition of flying on the first day of the year many years ago. We will need five or six pots of chili and some Coleman stoves to keep it warm. The club will provide the hot chocolate and coffee. A group will meet this Saturday at 11:00am to cut / gather wood for the event.

**Duane Hulen** initiated the planning for the Members Appreciation Dinner to be held February 6<sup>th</sup>. Craig White will order the plaques for the retiring officers. Dan Olson will get the room set up with the church. AJ Seaholm asked everyone to bring any photos you may have of last years flying to the next meeting.

**AJ Seaholm** reported on an article written by Jim Mickoden about our fall pylon race. He also informed us that the CAPS are selling the digital timing system we used at the last race. The price is \$1500.00. For another \$500.00 we could add remote boxes for the cut judges. The system is more accurate, makes the races run smoother, and requires less work to operate. There is also the possibility we could rent the system out to other clubs for their races to help differ the cost. Motion was made to approve the money to buy the system. Motion passed.

## Officer Reports:

President: Duane Hulen reported that he has contacted the Sportsflyers and is making plans to attend their next meeting to present them with their half of the money from the Show Team, as voted on by the club.

Vice President: Robert Williams discussed the importance of promoting our events. He will be reaching out to other clubs by asking to make presentations at their meetings about pylon racing.

Secretary: Bill Steinweg reminded everyone to pick up their membership cards at the meetings, or he will mail them to you if you send him a self addressed stamped envelope.

Treasurer: Tom Safley reported on the current status of the club's CD and checking accounts.

Parks Report: Joe Cygan reported that he would be meeting with JD Ingram on Thursday evening. He will be discussing the Park Flyer program and maintenance issues at the field. He has ordered the new windsock for next season. Steve Engelman asked about the possibility of grading the area about 50 ft east of the runway to make it flatter.

Program: Jim Howlett presented an instructional / informational program on electric planes, in general.

Meeting adjourned at 9:30pm.

Respectfully submitted-William Steinweg-KCRC Secretary

# KCRC

# NEWS

## KCRC 2010 EVENTS

- Jan. 1: KCRC Annual Max Klotz "Icicle Fly"
- Jan. 16: Swap-N-Shop 2010
- Feb. 13: KCRC Member Appreciation Dinner
- April 24: Spring Pylon Race
- June 26/27: Barnstormers / KCRC Pattern Contest
- July 17: 3D Fly-In
- July 24: Harvesters Fly-In
- Aug. 7: Control Line Fly-In
- Sept. 11: Warbird Fly-In
- Oct. 2/3: Fall Pylon Race

**PLEASE NOTE THE APPRECIATION DINNER DATE CHANGE!!**

## You Need this Stuff!!

KCRC now has the following club logo merchandise for sale. Please contact Dan Olson if you would like to purchase any of the following:

- HATS:** White or Navy, one size.....\$10.00 each
- T-Shirts:** club standard, Med., LG, XL....\$14.00 each  
Discontinued (sale) 2X, 3X, 4X .....\$7.00 each
- Polo Shirts:** Med. Only.....25.00 each
- Hooded Sweatshirt:** Navy, LG, XL.....\$34.00 each  
2X.....\$36.00 each
- Satin Baseball Jacket** (old style, discontinued)  
SALE LG....\$40.00 each
- Windbreaker Jacket:** Navy, LG, XL.....\$30.00 each  
2X.....\$32.00 each
- Small Logo patch**.....\$2.00 each
- Large Logo patch**.....\$7.50 each
- Rectangular KCRC patch**.....\$2.00 each
- Decal Sheet** (4 KCRC decals / sheet).....\$4.00 each

Note: Other jacket styles are available on special order basis. See or contact Dan Olson for optional styles. These must be ordered by KCRC in order to get the club logo applied

## Meet your 2010 officers



L to R: Bill Steinweg—Secretary, Tom Safley— Treasurer, Robert Williams— Vice President, Duane Hulen-President.

## 2010 Member Appreciation Dinner

Due to a conflict, the date for our annual member appreciation dinner has been changed to Feb. 13, 2010. The location will be the usual spot, Blue Ridge Trinity Lutheran Church—Raytown, MO. Come join your friends for a casual evening. The program will be entertaining, the food is fantastic and along with many, many door prizes to be given away, **this year we have a wonderful Parkzone T-28 RTF, donated by member Jerry Dowell, to be given away as the "Grand Door Prize".**

***You won't want to miss this one! See you there!!***

## THANKS !!

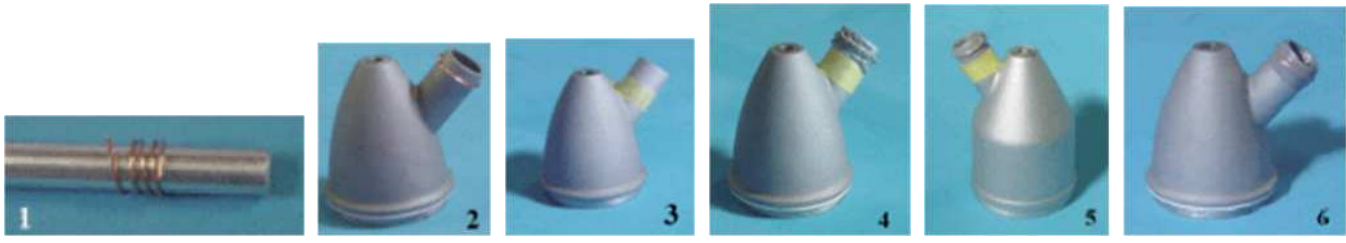
Many thanks to KCRC member Jerry Dowell for his donation of an E-Flite AT-6 Texan 25 ARF and a Parkzone T-28 RTF for our upcoming club functions. Please join us in extending a very sincere "Thank You" to Jerry for his very generous donations!

Contacts is a monthly publication of Kansas City Radio Control Assoc. (KCRC). Subscription price for newsletter only is \$12.00, per 12 issues. 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.

# From the Radio Control Club of Detroit, Clinton Township, Michigan

## A Secure Silicone Exhaust Deflector

by Noel Hunt



The newer breed of engines are great at retaining the fuel and oil in the engine, discharging it only from the exhaust outlet. Unfortunately, that outlet often discharges onto a fuselage side, or a wing surface, and so we still need to clean the aircraft at the end of the day's flying. Such was the case with my Norvel .40. I tried the standard silicone exhaust deflectors a couple of times and they did keep the airplane clean, but only for a flight or two. Then the airplane would land with the deflector missing and sludge on the fuselage and wing. Chances of finding the deflectors? Zero!

I devised a neat, simple, inexpensive, solution that works. And it will work on any muffler that has a smooth muffler outlet. (Some of the manufacturers are now including a zip-tie groove in the outlet that serves the same purpose.) I have since flown the Norvel with the same deflector for more than 50 flights. So I modified a few more mufflers and took pictures as I did so.

**Step One:** What you'll need:

- Appropriate size silicone exhaust deflector for your muffler, and zip-ties.
- JB Weld.
- Isopropyl alcohol and masking tape.
- Paper towels.
- Short length of 16 or 18-gauge solid copper bell wire.
- Side cutters.

**Step Two:** Thoroughly clean the muffler outlet using a clean piece of paper towel and isopropyl alcohol. Do this three or four times to ensure all the oil is removed.

**Step Three:** Wrap the copper wire around the muffler outlet about twice to get a consistent radius for at least one turn. Remove from the outlet and decrease the radius slightly for a snug fit on the outlet. (Or you can wind it around something that has a slightly smaller diameter—I used an Exacto knife handle.) Cut the ends so you have just one coil and the ends butt against each other. If it does not come out just right, repeat until you get a good fitting copper "o-ring." (Pictures One and Two.)

**Step Four:** Cut a thin strip of masking tape and apply it to the muffler outlet, leaving only about ¼ inch of the outlet unmasked. Include a fold-over at the masking tape's free end, to facilitate easy removal. (Picture 3.)

**Step Five:** Mix some JB Weld on a clean piece of disposable card. Apply a thin layer to the ¼ inch of exposed muffler outlet. Slide the copper o-ring onto the outlet and center (about 1/8 inch from the end). Apply more JB Weld to the outside of the o-ring. (Picture Four.) Using a clean piece of paper towel, wipe away most of the JB Weld. (Picture Five.)

**Step Six:** Carefully remove the masking tape while the JB Weld is still wet. This is where the fold-over will help. (Picture Six.) Allow the JB Weld to cure per the instructions. It is not like 30-minute epoxy; I give it 24 hours.

**Step Seven:** Install the silicone exhaust deflector on the muffler outlet and retain it in place with the zip-tie on the "north side" of the new copper o-ring.

These days my airplane requires very little cleaning, at least from oil residue. About all I clean is mud splash when the field is soggy. That's going to be a tougher problem to solve. Mmm! On second thought, the Avistar might look good with wheel pants!

# From the Middle Point RC Flyers, Murfreesboro, Tennessee

## Airplanes for Flying in Windy Weather

by Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"



Icicle Fly 2010!



The weather this January was some of the coldest in recent history, so it's no wonder that only the real KCRC die-hards showed up for the annual Icicle Fly event on Jan. 1, 2010. The high temp. for the day was 18 degrees, BRRRRRR! The runway was completely covered in 9-12" of drifted snow, so ski's or pontoon's were the "wheels" of choice for the day! Jimmy C's "Snow Hog" made a valiant attempt at flight, but the Super Tigre 60 just did not want to cooperate for some reason (the pic at below left is Jimmy recovering his plane in the outfield after a dead-stick "snow plunging"). The chili was fantastic, and really helped to fight off the cold, along with hot coffee and cocoa.



# KCRC 2010 Membership Application

## Kansas City Radio Control Association

A Non-Profit Organization since 1954.

Dedicated to the advancement of R/C modeling in the KC Metro Area

<http://www.kcradiocontrol.com>



If applying by mail, send this completed form and fee to:  <b>Tom Safley</b> <b>3219 Thornbird St.</b> <b>Blue Springs, MO 64015</b>	Please renew your membership early Send AMA dues directly to: <b>AMA Membership</b> <b>5161 E. Memorial Drive</b> <b>Muncie, IN 47302-9252</b> (You must be an AMA member to join KCRC)
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New Membership     Membership Renewal (Enter name, AMA number, any changed information, Membership type, amount and sign)

Full Name: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_

Work Phone: (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_ (Optional)

Email address: \_\_\_\_\_

AMA Number? \_\_\_\_\_

### Membership Type (Please check one)

**Open Membership \$30.00 (New Member Only: \$15.00 after July 1)**

**Senior Membership (18 or under) \$ 17.00**

**Junior Membership (16 and under) \$12.00**

**Family Membership (All family members in one household) \$40.00**

How would you prefer to receive the "CONTACT'S" club newsletter?

E-mail notification (then print from KCRC website)     **USPS** (hardcopy - mailed)

Would you like a new membership card?     Yes     No

**Total Amount Enclosed        \$ \_\_\_\_\_**  
**(DO NOT send CASH by mail, make checks payable to KCRC)**

I have reviewed a copy of the Kansas City Radio Control Association [Club Bylaws and Constitution](#). I AGREE to follow all of the Constitution rules and regulations.

Signed \_\_\_\_\_

Date \_\_\_\_\_

**REMEMBER: You must be a current AMA member and have a current year JCPR (Jackson County Parks & Rec.) R/C Park permit to fly at any JCPR location.**

# CONTACTS



TO:

Dated Material. Please do not delay.

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