

THE MERCED COUNTY RADIO CONTROL CLUB NEWSLETTER

S K Y W R I T E R.

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Jim Crawford, NL Ed. 2006

I BITE the DUST! BITE the DUST!

If a twin-engined plane “bites the dust”, it obviously bites twice. There is no big reason why two engines won’t run together as well as they would run in single installations. There is, (and there will always be,) be a factor in twin-engined planes that causes them to bite the dust. Twin-engined planes with one engine stopped have serious trouble staying aloft. (The previous sentence is a most major example of an understatement!) In at least two current twin-engined plane’s destructive crashes, the problem with keeping both engines operating might have been the same factor. On Wednesday morning, Nov.1st, Member Jim Murphy’s beautiful Scale British Mosquito bomber was flying well with two LA .40s purring along in a sweet song. The airplane suddenly had an in-flight left engine stoppage. The startling change in the sweet engine’s sounds brought on the inevitable whipping high speed stall-turn into the dead engine, the nose-down whirling dirt-dive and severe shattering sad crash. Jim’s plane did not hit the ground! Its fall was broken by the @#%* aluminum pipe at the north end of the runway! In matter of fact, the hardness of the pipe and the earth were probably very similar, judging by the tiny size of bitsy shreds that showered on down. (It is beyond me to imagine how a six-inch pipe can serve to be so fatal to so many planes, but it sure is!) Jim’s plane hit the pipe dead center on the nose of the plane. Both engine nacelles missed on either side of the pipe and so neither of the propellers was broken! Just to add insult to injury, the servo deck was thrown out and sadly hung dangling up on the wire atop the pipe! An ad-hoc committee proceeded to the crash site and began the somber task of collecting the fiberglass shards of the plane. As pieces were collected, the members of the committee examined each part to discover the reason for the crash. It was noted that one fuel tank had some remaining fuel. This was the right engine, which ran very well all the way down to the pipe. The other engine, which had retired early, was attached to an empty fuel tank.

Could this fact be the single cause of the engine stoppage and the resulting crash? There can be little doubt that this fact was the single cause of the loss of a great plane! This realization is simple and undeniable. Furthermore, the recent crash of an OV-10 was blamed on the same lack of fuel in one tank. There have been a few articles in RCR magazine where the pilots made many twin-engined planes. In order to keep them from engine-out crashes, the builders set the engines with *seven degrees* of out-thrust! This would look horrid in a scale model, but ask Member Wayne Frazier about using such an idea. Wayne made many single engine landings with the out-thrust configuration used in his twin-engined plane, an “Ugly Stick”. (If you were to look throughout all the scale planes which did use outthrust on wing-mounted engines, you would find only one plane, the corrugated-skinned German Tri-engined Junker 52, “Iron Annie”.) Of course, if both engines were operated from a single central fuel tank, there might be a better chance not to lose an engine. There were plans in a magazine to make a twin with muffler pressure from both mufflers going to one central tank and two carb-mounted “Cline” fuel regulators which allows fuel to flow to an engine only as it is demanded. (That’s what a “scuba” tank does.) One idea used on Dick’s OV-10 was to fill a container with the same amount of fuel that the tank held and to put the fuel into each tank, thereby assuring that both tanks were filled with fuel before flight. It worked well until the plan was ignored, then **KAH-BOOM-O!** We work with the lack of two important pieces of information. We’re often not positive of the power content of our batteries nor the amount of fuel in a tank. We routinely make educated guesses about these factors and the most experienced pilots are the best at making certain that both these vital requirements are maximized. Wouldn’t it be grand if we had two small instruments reading “Remaining Battery Power” measured in minutes and “Fuel Quantity” measured in ounces! Well, don’t hold your breath, because these instruments are not likely to be on the market soon. Dern....

A later finding on the fuel tank situation disclosed the fact that the tank had a carb feed line, a muffler pressure line and a line used to fill the tank. The line for the muffler pressure did not go to the top of the tank, therefore as fuel was added to the tank, the fuel shot out of the muffler line as soon as the fuel reached the midtank level outlet of the muffler line. This observation led to the easy belief that the tank was filled ---***when it was not!*** A muffler pressure line for your tank must contact the inner top surface of the tank for this reason. The end of the muffler pressure line ought to be cut at an angle so that it may be placed in contact to the top of the tank. The third "fill line", if one is used, can have a "Klunk" fitting so that it will get all the fuel out as it is used to empty out the tank. (If you have any of the older brass klunk fittings, they have been replaced with chromed klunkers that won't corrode to a green mess inside your fuel tank.) It seems that your care in the installation of fuel tanks/lines must be accompanied with your greater care in the use of these vital components.

THE ANNUAL ELECTION

As is stated in our Constitution/Bylaws, Club Officers are elected yearly. This year the Club voted to simplify the vote and to grant the Club Presidency to the Member getting the most votes for this position and the Vice Presidency to the person getting the next highest number of votes. The Members standing for the position of President are: Member Roger Menke, Member Curtis Wilkins and Member John McAlister. The candidate for Treasurer is Chuck Winter and the candidate for Secretary is Jim Crawford. The candidate for Club Safety Officer is Fred Smith. The Official Ballot has a space for your "Write-in" selection for all Officer positions. Please vote and gain the right to cripe about your selection at any later time. To be included in the vote count, please return the included Ballot to the next Meeting, the one on Dec.6th . In case that **you** would like to volunteer for any "high-salaried" Club Officer position, come to the Meeting and loudly bellow your wishes. If you have any suggestion for changes or alterations to the existing Club Bylaws or the Constitution, make your wishes known at this Annual Meeting for a Club vote on your ideas, 'cause that's how the MCRC makes changes!!!!

The Meeting started in the traditional way and Jimbo read the Minutes of the last Meeting and Chuck submitted the Treasurer's Report. The Club checking account is low due to recent expenses. ***Yearly Club Dues should be paid soon.*** Chuck is also collecting the fees for the upcoming Annual Club Dinner, Dec.2nd. Under Reports, the results of last month's FunPylonRace with twelve pilots were as follows: T-34 Class, first place on down, Mr.Menke, Larry Date, Joe Zimmerman, Mike Willson and Ron Rockholt. In the Cavalier Class, Chuck, Dick Nalle, Bud Hunt and Al Layton. In the Open Class, Chuck, Roger and Larry Date. In the Trainer Class, Dennis Layton and Mike Willson. The skill of the pilots is evident in the low number of crashes and mid-air! There was no Old Business. Under New Business, Treasurer explained that attendees will pay \$20 per guest for the menu items mentioned and will buy their own libations. Any person may order items not on the menu shown at that item's cost. (ie. Steaks, etc.) The Race Committee announced that a Race will be held on the 18th of Nov., WX permitting. A later start time will be used as the morning fog lifts. Under Safety, Member Jim Murphy expanded the experience of the late "Pipe-bending" exercise wherin Jim's plane bashed the @#! aluminum irrigation pipe north of the runway. The Zimmermans, Bud and Joe, told of their big win at the Park, Ariz. contest with giant racers. They won a First Place and carried off the prize of a \$weet twin cylinder engine! They told of a pilot who make the "Big Mistake" of absent-mindedly reaching through the spinning propeller of his big racing engine! *This horrid act cost the man three fingers!* Under Show and Tell, Members told of the assistance and progress of a new Member, Fred Geysler. Fred wound up with an "orphaned" trainer. Fred fixed the plane and Chuck got it ready to fly well. Chuck showed engine repairs done with "JB Weld" and 8x32 screws for holding a muffler on an engine. The JB Weld stuff can be filed, drilled and treated as if it were metal. Chuck showed WalMart double-sided tape for holding trim on cars, etc. Many used for us, too! Bob Kajioka "won" the Card Drawing, \$15 next time. Twelve Raffle prizes were won -and good fun too!

MEETING OF NOV.15TH 2006

The Meeting was started by Pres. Bob and Jimbo Tread the minutes of the last Meeting and Treasurer Chuck Winter told 26 Members and one Guest of the Club's assets. The Checking account remains low. Chuck is collecting funds for the Annual Club Dinner. He will also accept your 2007 Dues at any time. Chuck will laminate a copy of your AMA card together with your current Club Card if you desire. (Original AMA card is returned.) The Dinner is \$20 each person, the yearly Dues are held at \$50. Under the Heading of Reports, Member Earl Downey has social contacts among Atwater City leaders. Earl tells us that there are folks among the new election winners who will be supportive of the Flying Field and the aims of the Club. At the proper time, these helpful people will assist us in the re-accomplishment and clarification of the Club's lease of the land where we fly. To be found among the current thinking about Field improvements are: the possible provision of electrical power at the Field, possible grants from organizations and more upgrades! Earl is our best choice of people to get this done for us. Under Old Business, Chuck supplied data sheets and menus to those who will attend the Annual Xmas Dinner on the evening of Dec. 2nd. (Copy included.) The Annual Election was brought up and candidates for Club Offices were sought. None were forthcoming. The nominations were closed. Write-in space is provided for each position and Ballots are to be submitted at the Dec.6th in order to be included in this year's vote. (See included Ballot.) Under New Business, Member John Strauss presented the idea of finding and using an alternate location for Club Meetings. The Members will suggest and discuss possible alternate locations. Member Kermit Wilkins asked if any Member knew of the possibility of a rug to be placed inside the Club Ballroom at the Field. Other Members told him that carpeting could be supplied. Some new Members are listed in the new Club Roster, due to be sent out after the Election. You may expect to see the names of: Ken Rockholt, Bill Goldfoos, George Seibert, Mike Woods, Cruz Zuniga (Owner of Turlock Hobby Shop!) Frank Charles, Bob Backman, Merle Loewen etc.. (I get everybody's name at the field!)

Fourteen year-old Merle Loewen is the grandson of Raymond Loewen and Richard Loewen. They us that Merle learned to Solo in only seven flights! Raymond and Richard are starting Merle off well, but there is no reason that you can't give them a hand helping another new flier! We need to report that on a recent morning we found Raymond and Merle collecting and stacking the bothersome tumble-weeds from the flying field. (Tumble-weeds" are also known as "Russian Thistle". Check out the field to the left of the turn off of the main road to see how much of a pest they can be!) There are no Members in the Club who exhibit such dedication in Field maintenance as is always shown by Richard, Raymond ----and now Merle! Now this new Bob Backman is another story! Here's a guy who shows an interest in joining the Club, shows up at his first Meeting and buys some Raffle tickets **and wins three times on six tickets!** (I'm not going to play cards with him!) We have Bob on the path to piloting, and building! Bob has a sort'a Telemaster which is receiving much TLC. A hearty Welcome to all newcomers! We need to say that all of the new people who meet you people are favorably impressed with your generous hospitality! Our Thanks on behalf of the entire Club for your polite welcomes to all new folks. Under the Heading of Show and Tell, Treasurer told of the proper use of epoxies. The two-part mix of Part A and Part B should not be a problem, but some people who want faster curing or harder mixes make the error of using more of the hardener than of the base resin. What happens then is that the mess sets up to be a rubbery failure. It gets hot as it cures and it expands strongly! If you absolutely need to violate the mixing directions of the manufacturer, (who just might know more about his product than you know,) be sure to add more resin than hardener. The best idea is to follow the directions of the manufacturer and mix it to his recommendations, equal parts by measurement with some cheap measuring spoons. A recent magazine article had a plan to measure epoxy during mixing by the weight of each component, but few of us are equipped to do this. The Club Card Drawing picked the name of absent Brian Koehen, next Drawing for \$20! Ten Raffle prizes went out.!!!

WHAT FLIES?

he other day a man on the TV happened to mention an odd fact. He said, *“The majority of land animals now living on Earth move from one place to another by the act of flying.”* I was stunned for two-thirds of a second! Now I realize that if I started naming animals I would eventually get to birds. How many kinds of birds are there? Roughly a zillion! Then I get to start with insects and then it becomes possible to understand the deal about flying animals. There are over six thousand varieties of beetles alone, not to mention kinds and types of flies, mosquitos, butterflys, moths, bats and many, many other sorts of bugs! Holy smoke! I was glad that I had never thought about flying animals until someone blabbed about it. What sort of flying mammals are there? Only bats. What kind of birds are there? Just imagine the sorts and sizes of birds from the tiny “Bumble-bee” humming bird to the gigantic ostrich! There are some birds that can’t fly, like penguins, emus, the extinct moa and the dodo and more. There are birds that fly fast, the falcons, the peregrine falcon and some others that dive on their prey. There are birds that labor to high altitudes and soar all across the land, the buzzards and condors. Some birds migrate at amazing altitudes, over 20,000 feet! What sorts of airfoils are used by flying animals? The soaring birds use under-cambered thin airfoils made with flexible feathers. The fastest birds have smaller wings which flap rapidly, birds like heavy ducks flap and fly fast! There are birds which fly by flapping madly and then folding their wings to pop upward in a short glide before they flap again. There are birds which can stop a swift flight quickly as they alight in trees. There are birds which I see soaring for fun as the high wind blows off the trees on “M” street. (I enjoy the buzzards because I am far enough from them not to have my house, car and yard covered by their messy/stinky droppings.) After reviewing all the birds on the wing today, we come to the bugs that fly. I cannot imagine a bug that uses a curved airfoil! Nearly all flying insects are equipped with a “flat plate” airfoil and most of these rude beetle wings are kept folded beneath un-aerodynamic covers as the bug walks around on the ground.

Some bugs use their hard shells in landing. If a flying African dung beetle locates an attractive animal dropping,(?) it simply folds it wings and crashes to the ground in a rush to claim the entire pile! I have sat in my garden and I have seen small, tiny, little bugs fly past. If I consider the facts of a bug no bigger than a pepper fleck, I realize that the bug has eyes, a circulatory system, a respiratory system and legs and muscles and antenna and reproductive organs, etc., each component so small to see without a microscope! Then I consider the ostrich, a bird that manages to lay an egg of impressive size without dying from the effort! Birds are a field of science, as are bugs and bats and fish , etc.. There is a parallel here. **Our model airplanes have differing uses which call for different airfoils.** Airplanes that we need to fly fast have thin airfoils with sharp leading edges. Airplanes that will spend part of their time aloft in inverted positions must obviously have an airfoil with the same curve on the top of the wing as on the bottom, a symmetrical airfoil. Airplanes that we need to fly slow use a thick airfoil with a blunt leading edge for best stall protections. Wings used on “Origami” foam plastic ultra-light models are flat plastic sheets mostly resembling the flat wings of the majority of flying insects! The planes we wish to make large and graceful maneuvers in “Pattern” flights use a good symmetrical airfoil with a light structure and a powerful engine for successful flights. “TOC” type airplanes use the same sort of airfoil and big engines which put out more thrust than the planes weigh, therefore they can hang on their props like helicopters. Planes which serve as trainers use thick airfoils for the best control possible. There is always controversy over which airfoils are best for trainers. Flat bottomed airfoils tend to “boom in” in steep turns. Symmetrical airfoils tend to go where they are pointed rather than “flying out” of bad positions as a new pilot learns to fly. Flat surfaces on light electric-powered planes tend to turn any direction so fast as to bite their own rear ends! (That’s why Roger Menke and Jim Haslouer kept their planes out of the FunFly! It would not have been fair to have them skunk all the other planes.) I hope that I haven’t kept you up all night thinking about all of the “earth-things” that can fly. Sorry about that...

NEED DATA!

In the Newsletter after this one I shall publish a new Club Roster. The Roster will be as accurate as I can make it with the information that you give me. In the case that you have any doubt about your data, please contact me with any changes desired. We would like to include your E-mail address so that we can save the price of a stamp and send the Newsletter to you by your computer. Our resident computer Guru, Member Eduardo Alvear, has posted a Newsletter section on the Club Web and you may print any letter from the archives, too. The Club Web page is an example of the skill that Eduardo uses for the Club and we hear rumors that the Web page will shortly be improved from its present great state! Newsletters are always mailed on the Wednesday after the second monthly Meeting and Eduardo posts it on the Web on the same day so that the E-mail version gets to you a bit earlier than the "snail-mailed" printed version. As a Club Member you are supposed to get a Newsletter shortly after the second monthly Meeting. If you don't get one, call me and I shall arrange things so that you receive one. I shall always attempt to inform Members cannot attend Meetings of Club Activities and other events concerning Members and their airplanes. The size of the Newsletter does not allow the inclusion of technical articles but your interests and recent items of interest will be included. We attempt to explain recent crashes in the effort to prevent the causes of those problems from being repeated. We do not belittle nor embarrass any person in the certain knowledge that any model airplane plane may crash for a myriad reasons. (The pilots of crashes are more to be sad than angry in any case.) Your habitual employment of all manner of Safety in the proximity of our planes will continue to be a major object of admiration by those among us who have strayed into the areas of injuries. (My thumbnail is almost completely re-grown after my recent harsh "manicure" by a propeller.) Your continued emphasis on Safety is seen and is greatly appreciated by all of us. Get me the info you want in the Roster and you will soon get a new and accurate Club Roster in the Newsletter. Don't forget to use a Ballot included over there.>>

SURPRISING PEOPLE.

We get a kick out of the surprising things that happen to the new Members of our Club as they meet the Members of our Club. New Members usually tell me about the surprises they get as they are assisted in getting into the air, help in learning to fly, and the rapid expansion of their equipment by donations and reasonable sales of needed items. We have heard horror stories about the bitter treatment some people have been subjected to in other Clubs, We hear about high costs of joining some other Clubs and "Runway Assessments" to new Members. We were recently visited by Members of a Los Angeles Club and they told of high costs and flying problems in their Club. (These gents bought up a bunch of Auction Stuff and were further amazed by the reasonable prices.) The simple polite and helpful assistance of a pilot by other pilots is not expected at other locations but is easily seen at our flying field. In the case that you don't think that you are a Member of a very special group, just ask any person who just joined us. You'll be surprised too!

THE OFFICIAL 2007 MCRC CLUB BALLOT

Cut this Ballot out for submission on Dec.6th.

CIRCLE OR WRITE-IN YOUR CHOICE

CANDIDATES FOR CLUB PRESIDENT AND VICE PRESIDENT ARE:

- MR. ROGER MENKE*
- MR. KERMIT WILKINS*
- MR. JOHN McALISTER*

WRITE-IN _____

CANDIDATES FOR CLUB SECRETARY:

- MR. JIM CRAWFORD*

WRITE IN _____

CANDIDATES FOR TREASURER ARE:

- MR. CHUCK WINTER*

WRITE IN _____

CANDIDATES FOR SAFETY OFFICER :

- MR. FRED SMITH*

WRITE-IN _____

YOUR SUGGESTIONS FOR CHANGES TO CLUB CONSTITUTION AND BYLAWS MAY BE SUBMITTED IN WRITING

MONTH'S	SCHEDULE,	DEC.
<p>The Club's Meetings are scheduled for the 6th and the 20th of the month, that's the first and third Wednesdays. We meet at Paul's Place Restaurant at "G" St and Alexander in Merced and the Meeting starts at 7:20PM. FunPylonRaces are usually scheduled for the third Saturday of the month but the foggy weather might get in the way for December. If the weather allows a Race, pilots will be contacted by phone. In the case that you have too much STUFF, bring the excess items to a Meeting for inclusion in the Meeting's Raffle. (Thank you!) Remember to come to the Dinner, to pay your Annual Club Dues, to come to the Meetings and to the Flying field as often as you can! Your interest and involvement in the Club's Events is the reason that they are so much Fun! We wish Happy Holidays, Happy Thanksgiving and a Merry Christmas to each Member ----and to everybody who hasn't had the luck to join us yet.</p>		

**THE
MERCED COUNTY
RADIO CONTROL CLUB
2006 CHRISTMAS DINNER
MENU**

DE ANGELOS ITALIAN RESTAURANT
350 W.MAIN ST, MERCED
SATURDAY, 2 DECEMBER

*TIMES 6:PM SOCIAL HOUR, 6:30 ORDERING
7:00PM: ORDER DINNER, 8:00PM: AWARDS*

\$20 PER PERSON, PAY-AS-YOU-GO DRINKS
CHOOSE FROM THE MENU BELOW
AND CALL YOUR CHOICE ASAP TO:
**HOST: CHUCK WINTER, 723-9328/
CHASWINTER@AOL.COM**

M E N U

"TRIP AROUND ITALY" a Selection of Veal scallopini, Scampi, Raviolis.
"CHICKEN MEDITERRANEAN" Chicken simmered with capers, olives; artichokes & sun-dried tomatoes in wine sauce over pasta.
"LASAGNA" Momma's traditional recipe with meat and mozzarella cheese.
These entrees are served with warm Italian bread and your selection of delicious soup or fresh savory salads.