The Tailwind

AMA Charter No. 704

MARCH ***DON LEWIS, EDITOR*** **2008**

Next Meeting on March 21 – Be There!

Be sure to check out the website at www.fly-hrcc.org

MEETING MINUTES

- Minutes didn't get here – we'll try again next month.

TREA$URER'$ REPORT

Ditto for the Treasurer's Report, but you still need to:

PAY YOUR 2008 DUES!

HOW LONG DOES IT TAKE A BALSA TREE TO GROW?

Balsa trees grow very rapidly (like all pesky weeds). Six months after germination, the tree is about 1-1/2 inches in diameter and 10 - 12 feet tall. In 6 to 10 years the tree is ready for cutting, having reached a height of 60 to 90 feet tall and a diameter of 12 to 45 inches.

If left to continue growing, the new wood being grown on the outside layers becomes very hard and the tree begins to rot in the center. Unharvested, a balsa tree may grow to a diameter of 6 feet or more, but very little usable lumber can be obtained from a tree of this size.

The balsa leaf is similar in shape to a grape leaf, only a lot bigger. When the tree is young, these leaves measure a much as four feet across. They become progressively smaller as the tree grows older, until they are about 8 - 10 inches across. Balsa is one of the few trees in the jungle, which has a simple leaf shape. This fact alone makes the balsa tree stand out in the jungle.

Nature evidently designed the balsa tree to be a "nurse tree" which would protect the slower-growing species of trees from the scorching jungle sun during their critical early years. For instance, in an area of the jungle that has been ravaged by a tropical storm or other natural disaster, the balsa trees will quickly sprout and begin to shoot up to impressive heights in a very short time. Their fast growth, and the extra large leaves they have in their early years, provides shade to the young seedlings of the slower-growing forest giants. By the time the seedlings are established enough to take care of themselves, the balsa tree is beginning to die. Undoubtedly, the balsa tree's rapid growth, fast spreading crown of first very large and gradually smaller leaves, and it's relatively short life span were intended to make it the "perfect nurse" in the jungle ecosystem.

EDITORIAL

Publicity Video

We have a talented member in Shawn Lance who has graciously volunteered to produce a

30 minute video for broadcast on local cable channel 3. The following is the plan we are pursuing. Any help you can volunteer to Shawn will be greatly appreciated.

“Hey guys - I've got a handle on what needs to be done for the video and I wanted to pass along what I've learned and ask for a couple things.

1. Firstly, there appears to be zero middle ground at channel 3 regarding the video segment length. We either get a slide and/or get to submit a 30 minute video. The lady I talked to (see below) said there where a couple churches doing 30 second spots but, from what she said, it doesn't sound like that's an option for us because they won't air that much anyway. So..., if we want video on Channel 3 we have to make a show length piece, like it or not. I'm OK with that and have all the equipment necessary, I'm just going to need a few things from the club.
Right now this video, in my head anyway, will be an information video about our sport I've got a rough story board going here but, feel free to help me with the informational segments as I don't want to miss anything important. I'll be making 2 versions - one with the May Event Promotion segment at the end and one without. The lady at city hall also said that if they like it, then they can air it several times - even after the event if I remove the May event promo at the end which is easy to do.

2A. In Need: I was hoping we could get the word out ASAP via email (and The tailwind if it's not to late) to have folks call me in advance (my numbers at the bottom) when they are headed out to the field to fly. For a 30 minute show, I'm going to need lots of footage and I need it fast, that's why I can't wait until the next meeting to make this announcement. Also, this Saturday is not looking good weather wise - 33 for a high with 24 mph winds. I'm a Miami boy and I do like the snow but that wind chill is going to sting. But, I'm going to bring my gear just incase it breaks. Sunday, however, is looking much nicer, just FYI.

2B. We are going to have to do some sit down interviews too. Since I'm new to the sport I have a great perspective on what being a newbie is like but, I'm going to need your help telling the rest of the story. I have all the equipment I just need you 3 to schedule an appt. with me (we can do this anywhere) to answer some common questions you think folks new and not so new to the sport would want to know. Just off the top of my head, I'm thinking Safety would be a high priority but, I'd like to ask you 3 to come up with what information you would most like to tell channel 3 watchers. If each of you pick a general subject the video will flow better too.
I'd also like to sit down with the president of the MTRCCA at the field on Saturday if he has time - I'd like to do a segment on the local area chapters and the association and he would be a killer interview - can I get his number to see if he's got any extra time? We could set up at the shelter with our field in the background and do a quick segment before we freeze!
I need the Club logo - The best would be an .eps but if you have a large digital version (jpeg, ect.) that might do too. If it's big enough I can try to animated it for effect.

OK, I'm sorry if all this sounds pushy, it's just time is of the essence and I need to get started. This is going to take some time on my part to pull off and if I can get just a few minutes from each of you and some footage of our pilots in action, this will turn out great.

Please call me or email me anytime with suggestions to the story board - I'd like to include as much info as possible.
Thanks,”

Shawn Lance
Ooba Media Productions
Hendersonville, TN
615-268-7195

That’s my opinion – it oughta’ be yours! ☺

Letters To The Editor

I will welcome any member to submit an opinion in writing so long as it is civil in its expression (I reserve the right to make that determination). You can email your letters to the editor to me at Don_Lewis@comcast.net, or just give them to me at a club meeting.

What?! No Letters?! Come on send one in… I know you can read, but I didn't know you couldn't write!

Novice Nuances:

- Check receiver battery every 2-3 flights. Make a chart of how long you have flown vs. Voltage drop. Do not operate below 4.9 volts.
- Always turn on transmitter 1st, receiver 2nd. Always turn off receiver 1st, transmitter 2nd.
- Range check your system before 1st flight every time out. This should be performed with engine running at both idle and full throttle.

- unknown

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Why Didn't I Think of That?

Balancing Planes

Here's a good way to balance airplanes. While building your plane, insert a half-inch square piece of plywood where the balance point should be. For a low wing, this should be on the bottom of the wing, and for a high wing this would be on top of the wing (Note: sometimes something will be in the way, like a canopy, and you can't use this technique). When the plane is finished, put a small hook into the plywood and suspend the plane with wire or string. This way you can check the fore-aft balance AND the lateral balance at the same time (Note: a low wing will be suspended inverted).

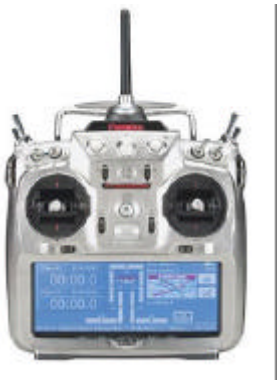
— Unknown

Mark Hinges

When using CA hinges use a marker to draw a black line across the middle of the hinge. This way you can tell if the hinge is being pushed into the wing when you put on the aileron. I have had some hinges do this and end up with a sixteenth of an inch in the aileron and the rest in the wing, not very strong. If you can't keep the hinge from being pushed into the wing stick a pin through the middle of the hinge it will not weaken the hinge at all.

— unknown

New Product!



Futaba 14MZ 2.4 GHz Radio

Futaba's pinnacle radio system!

Futaba's flagship radio, the 14MZ, is now available on 2.4GHz – combining the most sophisticated airplane system ever produced with the incredible response, precision and glitch-free reliability of 2.4GHz. For the pilot who demands the utmost in speed and accuracy as well as features and performance, this radio is truly the best of the best! The R6014FS receiver is included with the 14MZ 2.4GHz system. It's powerful, all-in-one and state-of-the-art, and it's designed to allow modelers to enjoy all the benefits that FASST technology has to offer.

14MZ Specifics:

- Dual internal processors: Windows® CE for set-up/programming tasks and Futaba for flight control functions
- Dual programming methods: "Touch 'n Go"™ touch screen or rotary dial and direct select buttons
- Included 32MB Compact Flash Card can be used to download/store images; record/play back sound files and voice prompts: expand memory to 100 models
- Switch customizing lets pilots replace shoulder switches with tall, short, button, toggle, spring-loaded or positionable switches.
- Price: $2299.99.

New Technology

Self-Healing Rubber Bands

Anyone who has heard the snap of a rubber band breaking knows it's time to reach for a replacement.

But a group of French scientists have made a self-healing rubber band material that can reclaim its stretchy usefulness by simply pressing the broken edges back together for a few minutes.

The material, described on Wednesday in the journal Nature, can be broken and repaired over and over again.

It is made from simple ingredients -- fatty acids like those found in vegetable oils, and urea, a waste compound in urine that can be made synthetically.

The material would be an asset to industry and might even help shed light on the physics of elasticity, wrote Philippe Cordier and colleagues at the Industrial Physics and Chemistry Higher Educational Institution in Paris.

Standard rubber bands, which can stretch up to several hundred percent then snap back into shape, are made from long chains of cross-linked polymers.

The new material is linked by short chains of a type of molecule called ditopic, which can associate with two other molecules, and multitopic molecules, which can associate with more than two molecules.

This network of molecules is strengthened by hydrogen bonds that allow the material to stretch up to several hundred percent, then snap back into shape.

If severed, the material mends itself when the ends are pressed together at room temperature, allowing these bonds to re-form.

"The mended samples are able to sustain large deformations and recover their shape and size when stress is released," Cordier and his colleagues wrote.

The material can "withstand multiple fractures, needs no catalysts and is otherwise straightforward to produce," Justin Mynar and Takuzo Aida of the University of Tokyo wrote in an accompanying article.

"A final blessing is that it can be broken down with heat and easily recycled -- so it is environmentally friendly, too."

Sometimes You Just Have to Laugh...

A Russian woman married a Canadian gentleman and they lived happily ever after in Toronto.

However, the poor lady was not very proficient in English, but did manage to communicate with her husband.

The real problem arose whenever she had to shop for groceries.

One day, she went to the butcher and wanted to buy chicken legs. She didn't know how to put forward her request, and in desperation, clucked like a chicken and lifted up her skirt to show her thighs. Her butcher got the message, and gave her the chicken legs.

Next day she needed to get chicken breasts, again she didn't know how to say it, and so she clucked like a chicken and unbuttoned her blouse to show the butcher her breasts! The butcher understood again, and gave her some chicken breasts.

On the 3rd day, the poor lady needed to buy sausages. Unable to find a way to communicate this, she brought her husband to the store...

What were you thinking? Hellooooooo, her husband speaks English!

Product Review:

AeroWorks 42% Extra 260

By Scott Scoops

As a relatively experienced giant-scale modeler, I have a pretty good idea what I expect to see when I open the box of a new model. For the most part, the structures are all laser-cut balsa and plywood, the covering is reasonably tight and the included components are usable. These expectations were completely demolished when I opened the AeroWorks Extra's boxes. First, all components are immaculately packed with bubble wrap and protective box/crates. The covering was flawless, and the construction looked to be of very high quality, but that was just the beginning. Included with the kit are carbon-fiber tubes for both the wings and the stab and matching carbon guide tubes in each surface. The canopy and hatch are professionally joined and painted to perfectly match the beautiful UltraCote covering scheme. Also included are an aluminum main landing gear (carbon is optional), and a carbon fiber tail wheel assembly. One of the more innovative features I haven't seen before is the Extra's pre-baffled two-piece fiberglass cowl. The cooling inlet is baffled top and bottom straight from the factory and works to direct airflow onto the cylinder heads for max cooling. Why hasn't anyone thought of this before? The whole model is laid out in this way with innovative assembly and construction techniques.

Specs:

- **WINGSPAN:** 122 in.
- **WING AREA:** 2,609 sq. in.
- **WEIGHT:** 38 lb. 2 oz.
- **WING LOADING:** 33.7 oz./sq. ft.
- **LENGTH:** 111 in.
- **RADIO:** 6+ channels required; flown with a Futaba 12Z transmitter, Futaba R5014DPS receiver, 8 Hitec 5955TG servos, 1 Hitec 425 throttle servo
- **ENGINE:** 150cc gas engine; flown with Desert Aircraft DA-150, stock mufflers

The AeroWorks 42% Extra 260 is the finest giant-scale ARF aircraft I've ever assembled or flown. From the initial opening of the boxes, to the assembly, to the manual to the quality of each component, AeroWorks has dramatically exceeded my expectations for every point possible. It truly is a work of art. Their new Quick Build (QB) assembly system allows average modelers to spend a fraction of the typical building time assembling the model, and to be frank, the quality far exceeds what I'm capable of producing given many more hours with a kit. In all, I believe the AeroWorks 42% Extra 260 has set the standard by which future designs will be measured.

Flying giant-scale model airplanes is an experience that I'd recommend above nearly all else in this great hobby, and the AeroWorks 42% Extra 260 leads the pack in its class. It is extremely easy and quick to assemble, it flies fantastically on a 150cc engine with stock mufflers, and it looks every bit the part of the world-class aerobat it is. If you're in the market for a benchmark 150cc IMAC and 3D giant, you couldn't make a better choice than the AeroWorks 42% Extra 260.

For the complete review please visit:
http://www.rcuniverse.com/magazine/article_display.cfm?article_id=971

The Lighter Side of R/C

Don't you just hate those inverted servos

You Might Be An R/C Modeler If…

By Bill Atkins, Byron, GA

...You fit a drop tank on your weed eater.

...You realize the best thing about it is that you can finally play with airplanes without having to make those funny sounds with your mouth.

Bargains You Can't Pass Up

New Something Extra built from kit. Install radio equipment and engine and fly. $135.00

Bill Carroll 615-824-1982

Goldberg Ultimate 300 Built from kit. Cowl has been cut and may need to be replaced - everything else new. $200.00

Bill Carroll 615-824-1982

Cloud Dancer, 8' span, RC Showcase 140 SE engine, Cost $850 to build, PCM 4 channel radio, all new batteries. $500.00 Percy Hallock 615-264-3619