



The Tailwind



APRIL

DON LEWIS, EDITOR

2008

President: Lonny Johnson Vice-President: Tommy Whitworth
 Treasurer: Percy Hallock Secretary: Jeff Jordan
 Safety Officers: Bill Pruner, Phillip Elmore, Ron Hogan

Next Meeting on April 18 - Be There!

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

MEETING MINUTES

- Meeting called to order by Pres. Lonnie Johnson at 7:00 pm.
- Minutes from last meeting were passed out at meeting, read, and approved.

Old business

- Field mailbox still empty. Don will fill.
- MTRCCA Fellowship Event scheduled for May 17th rescheduled for **April 26th**.
- Mowing schedule was emailed by Lonnie Johnson.

New business

- Discussion of progress made by Parks Dept. regarding the building of our shelter. Funds were not appropriated for 2007, so therefore no shelter monies were set aside. Keep your fingers crossed for 2008.
- Jim Jennings offered his large tent to HRCC for \$150.00. Motion was made to purchase tent. Motion passed. Percy wrote the check.
- Shawn gave update on progress being made on the video for Channel 3.
- Bill Carroll stated that brush was growing back on east boundary of field where we had previously cut. Lonnie will inform Dave Lemarbe of our intentions to re-cut the brush. Once Lonnie has heard back from Dave, an email will be sent out asking for a work party to be formed.
- A get well card was signed by present members for Gerald Fuqua who is

recovering from prostate surgery. Get well soon, Gerald!

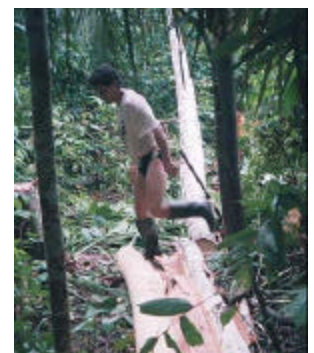
- There being no further business, the meeting was adjourned at 8:20 pm.

TREASURER'S REPORT

Opening balance	\$1,220.63
Income	125.00
Expenses	(20.00)
Closing balance	<u>\$1,325.63</u>

HOW ARE Balsa TREES HARVESTED?

While nature intended the balsa tree to be a short lived nursemaid, mankind eventually discovered that it was an extremely useful resource. The real start of the Balsa business was during World War I, when the allies were in need of a plentiful substitute for cork.



The only drawback to using balsa was, and still is, the back breaking work that is necessary to get it out of the jungle. Because of the way the individual balsa trees are scattered throughout the jungles, it has never been possible to use mass production logging procedures and equipment.

The best way to log balsa trees is to go back to the methods of Paul Bunyan -- chop them down with an axe, haul them to the nearest river by ox team, tie them together into rafts, and then float the rafts of balsa logs down the river to the saw mill.

The logging team usually consists of two native Ecuadorians, each armed with a broad Spanish axe, a machete, and a long pole sharpened like a chisel on one end for removing the bark from the downed trees. Because of the hilly terrain, an ox team may only be able to drag two logs to the river per day. At the saw mill the raw balsa is first rough cut into large boards, the carefully kiln dried, and finally packed into bales for shipment to the U.S. via ocean freighter.

Final cutting and finishing of our model aircraft balsa is done at the factory. As a result of the balsa tree's fast growth cycle, both the quality and lightness of the lumber obtained from a balsa tree can vary enormously depending upon the tree's age at the time of cutting.

EDITORIAL

Fellowship Fly-in



April 26 will be an event that our club has been working towards for many, many years. For those of you new to the club, I can remember discussions at past club meetings trying to come up with ways that we could get members of other local clubs to come to our events. Now, not only are they coming, they are helping host it at our field! We've come a long way, baby!

Okay, we have finally achieved one of our long-term goals, so let's make the most of it. At our meeting this month we are going to ask for volunteers to assist with putting on the event. I hope that everyone will step up to the task and make sure that our club is properly represented. I hope that everyone will come together to make the most of this opportunity to graciously host our fellow modelers from the local clubs.

Don't forget, too, that we need to fly at this event, not just work it. So, the more volunteers we get to help with the workload, the more time each volunteer will have to fly. We have a lot of talented pilots in our club who need to fly (to entertain me, if nothing else). Also, we need to get as many to fly as possible just to show the enthusiasm of our club members.

Remember to bring your "pride-n-joys," too – even if you aren't going to fly them. This is a "Fellowship" fly-in whose purpose is to bring the members of the Association closer together to make all of our clubs better. Anything you can bring that will stimulate discussion and the exchange of ideas will be a great contribution to the event.

So, put on your friendliest face and help make this one of the best events we have ever had!

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.

No opinions? Send in some of those great opinions and ideas that you tell me about at the field and at meetings! Share!

NOVICE NUANCES:

- When using the buddy box system, make sure both boxes are set identical. Never turn buddy box power "on"!
- Remove transmitter neck straps when starting engines.
- If you don't have a starter, at least use a "chicken stick". Do not hit it against the propeller; start your flip with the stick touching it.
- Never jamb a running starter onto the spinner. Back up the propeller, and place the starter cone against spinner before turning on.

- unknown

WHY DIDN'T I THINK OF THAT?

Vertical Fin Alignment

To get a fin in correct alignment with a fuselage, try using thread. Make sure you have an accurate center mark near the top-front of the fuselage, and tack-glue a long piece of thread to the top near the nose, a distance from the centerline equal to half the thickness of the fin. Run the thread back to the tail, and hold it against the side of the fin. The thread should touch the side of the fin evenly overall. If it doesn't, then rotate the fin until it does, then tack glue the fin into place, reinforcing it later. Last, remove the thread you tack-glued.

— Unknown

Fiber-glassing Wing Centers

Whenever I fiberglass a wing center section, I've found it's difficult to get the fiberglass cloth to lay flat after it's been folded in a bag. Here's two ways to make this easier: (1) Use thin CA to tack it down. You may saturate the whole cloth with thin CA, or apply epoxy. On foam wings, make sure you use CA safe for foam. (2) Give the cloth a light spraying of 3M Spray Adhesive, then apply it to the wing. I've found this method to work extremely well, and it's safe for foam. Then apply the epoxy as usual.

— unknown

NEW PRODUCT!

Great Planes 27% Extra 330S ARF



It's an icon at air shows around the world and Performance Series engineering is sure to make this ARF replica of the Extra 330S a popular modeler at the flying field! Adventurous pilots eager to "step up" to a large, 3D-capable model will find that it's easy to execute any extreme maneuver imaginable, and look good doing it. The 79.5-inch wing comes in two halves that are joined with an aluminum tube for easy attachment and detachment simplifying transportation. A radio compartment that offers

plenty of room for installing the receiver and other on-board components aids in fast assembly. For gasoline engine power, the Fuji-Imvac BT-43EI gets the thumbs up. An ideal glow engine match is the O.S. 1.60FX 2-stroke, which keeps weight low while supplying excellent power. This Extra 330S is designed to perform IMAC competition maneuvers with judge-pleasing precision and grace. Stable slow-speed flight characteristics also make it a good choice for fliers moving up from smaller models.

FEATURES

- Only 20-24 hours of easy assembly are required.
- Combines low weight with exceptional strength.
- Superior ARF quality complete with proven Great Planes brand hardware.
- Fully 3D and IMAC capable.
- Expertly covered in Top Flite MonoKote and IMAA-legal.

SPECIFICATIONS

- Wingspan: 79.5 in
- Wing area: 1029 sq. in.
- Weight: 13.5 to 15.5 lb.
- Wing loading: 26 to 29 oz./sq. ft.
- Length: 78 in.
- Requires: 2-stroke 1.6 to 1.8ci or 4-stroke 1.8 to 2.1ci glow engine, or 32 to 43cc gasoline engine, 4- to 6-channel radio w/one standard servo and six high-torque servos
- Price: \$399.99

TECHNOLOGY NEWS

Gas Engine Users Beware

Thanks to Bill Pruner for making us aware of this!

For those of you who are running gas engines, please be aware that most of the gas stations now have up to 10% ethanol mixed in their gas. Ethanol is alcohol based and may deteriorate the diaphragms used in many of the gas engine fuel pumps. Please check with your engine manufacturer. All gas stations using ethanol are required by law to post this information on their dispensers however, since this is fairly new, some may not have the decals posted yet.

SOMETIMES YOU JUST HAVE TO LAUGH...

Two men were sitting next to each other at O'Leary's Pub. After awhile, one guy looks at the other and says, "I can't help but think, from listening to you, that you're from Ireland."

The other guy responds proudly, "Yes, that I am!"

The first guy says, "So am I! And where about from Ireland might you be?"

The other guy answers, "I'm from Dublin, I am."

The first guy responds, "So am I!"

"Mother Mary and begora. And what street did you live on in Dublin?"

The other guy says, "A lovely little area it was. I lived on McCleary Street in the old central part of town."

The first guy says, "Faith and it's a small world. So did I! So did I! And to what school would you have been going?"

The other guy answers, "Well now, I went to St. Mary's, of course."

The first guy gets really excited and says, "And so did I. Tell me, what year did you graduate?"

The other guy answers, "Well, now, let's see. I graduated in 1964."

The first guy exclaims, "The Good Lord must be smiling down upon us! I can hardly believe our good luck at winding up in the same bar tonight. Can you believe it, I graduated from St. Mary's in 1964 my own self!"

About this time, Vicky walks into the bar, sits down and orders a beer.

Brian, the bartender, walks over to Vicky, shaking his head and mutters, "It's going to be a long night

tonight."

Vicky asks, "Why do you say that, Brian?"

"The Murphy twins are drunk again."

PRODUCT REVIEW:

FUTABA 10C 2.4 GHZ FAAST SYSTEM

Everything a pro-level flier wants in a radio.



Some radios focus on one category of aircraft – at the expense of others, but the 10C offers exceptional features for all types of aircraft with the same incredibly easy programming Futaba radios are famous for! Unique programming to the 10C features: Heli swash plate parameters, Logic switch option, Sailplane parameters and Sailplane conditions and function. Other features include: 8 programmable mixes, including 6 for helis, Intuitive Dial 'n Key programming with joystick navigation, 10-character user name and model name, Assignable functions and switches and more!

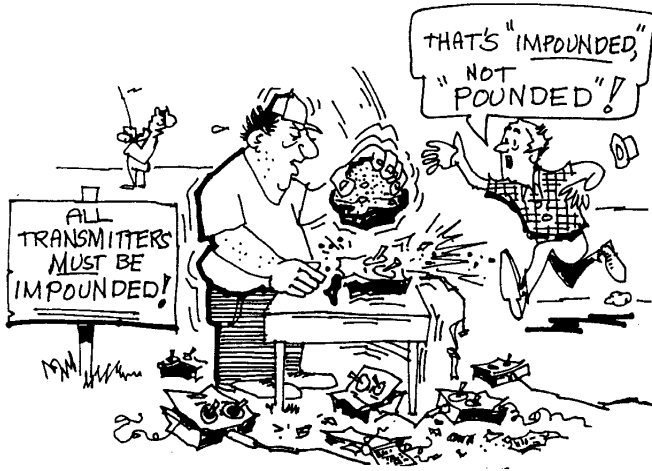
- Pure digital data stream: When used with the included TM-10 module, the 10C delivers super-quick response speed that has to be felt to be believed.
- Big 160 x 72 backlit LCD display: The easiest screen to read, with adjustable contrast and auto-off function.
- Smart Switch Technology™ (SST): Programmable "Logic switches" activate a function or channel when specific multiple switch/stick conditions occur.
- Servo Grouping: Precisely matches the timing of multiple servos for more efficient operation.
- Transferable Settings: Using a CAMPac module, modelers can easily transfer all data from their current 9C to a 10C.
- State-of-the-art 2.4GHz Receiver: the R6014FS receiver boasts FASST advantages

such as Dual Antenna Diversity™ and Easy Link™.

For the complete review please visit:

<http://www.modelairplanenews.com/ME2/Default.asp>

THE LIGHTER SIDE OF R/C



YOU MIGHT BE AN R/C MODELER IF...

By Bill Atkins, Byron, GA

- ... You have a layaway account at the local hobby shop but can't understand why your wife buys so many clothes.
- ... You can land your plane even after you discover you are standing on a fire ant bed.

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