



The Tailwind



MAY

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 May 16 - Be There!

**NOTICE: MAY 16 MEETING IS AT THE FIELD AT 6:00
(UNLESS IT RAINS, THEN IT IS AT THE HOSPITAL).**

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

MEETING MINUTES

- The minutes were approved as presented.
- Welcome Pat Hanley to HRCC!!!

OLD BUSINESS

- Don placed flyers in mailbox.
- Tent has been paid for.
- Corp. of Engineers will not allow us to cut brush according to Chick Crandell. Lonnie will go back to Chick telling him we had permission before to cut anything 2" or less.
- Field will be dragged and reseeded after fly-in.

NEW BUSINESS

- Spring Fellowship Fly-in: Lonnie and other club members will be at field for work detail Friday. There will be 5 flight stations instead of our regular 3. Setup Saturday morning will start at 7:00am.
- There being no further business, meeting was adjourned at 7:45.
- Mike Nickens showed clips from his flight on a full size P-51 Mustang

TREASURER'S REPORT

Opening balance	\$1,325.63
Income	20.00
Expenses	<u>(267.90)</u>
Closing balance	<u>\$1,077.73</u>

SUMMER SAFETY AT YOUR FLIGHT SITE

As a new season of flight is underway, the temperature is continuing to rise and health risks are changing. As you prepare your flying site for this summer's events, there are things to keep in mind to keep you and others safe and secure all season long.

It is important that your flying site have its own first aid kit should the need arise.

Everyone should have a well-stocked first aid kit whether it is at home, work, or your club flying site. The contents of your kit will vary depending upon the number of people it is designed to protect as well as special circumstances where it will be used.

When assembling your first aid kit, whether for use in the home, car or at work, you should consider possible injuries you are likely to encounter and then select kit contents to treat those conditions.

It is important to check your first aid kit to see if any of the contents may need restocked either from

use or being out-of-date. It's also advisable to have both a stationary kit, as well as a compact portable kit that can be taken quickly to the site of an emergency.

Here are some suggestions for recommended contents for a first aid kit at your flying site:

- Adhesive strip bandages (assorted sizes)
- Adhesive tape
- Alcohol wipes
- Antibiotic ointment
- Baking soda
- Calamine lotion
- Chemical ice packs
- Chemical hot packs
- Cotton balls/swabs
- Diarrhea medication
- Disposable latex or vinyl gloves
- Drinking water
- Elastic bandages
- Face mask for CPR
- First aid guide
- Flashlight
- Gauze pads-various sizes
- Hydrocortisone cream .5%
- Hydrogen peroxide
- Hypoallergenic tape
- Insect repellent
- Insect sting swabs
- Matches
- Meat tenderizer (for insect bites)
- Moleskin (for blisters)
- Needles
- Over-the-counter pain medication
- Paper drinking cups
- Roller gauze
- Safety pins
- Scissors
- Soap
- Splint
- Sugar or glucose solution
- Thermometer
- Tweezers
- Waterproof tape

Guarding yourself from mosquito and tick bites is also important during this season as both bugs can spread disease.

These important facts can help prevent the spreading of these diseases and can help reduce the risk of mosquitoes and ticks at your flying site.

The Facts about Mosquitoes and Ticks:

Mosquitoes:

- Only female mosquitoes bite
- Not all kinds of mosquitoes bite humans, many feed on only animals
- Mosquitoes need water to breed. Almost anything that will hold water for one week can breed mosquitoes
- The mosquitoes that carry West Nile virus do not fly far from where they breed.

Ticks:

- Ticks are commonly found in shady areas, moist ground litter, tall grass, brush, low tree branches, and along trails in the woods. They are also found in backyards that back up to woody areas.
- Ticks do not fly or jump
- Not all ticks carry diseases
- Ticks must be attached for a few hours to transmit disease

Keep Mosquitoes and Ticks from Ruining Your Day:

- Wear light-colored clothing so that ticks can be seen easily and removed.
- Weather permitting; wear long pants, a long-sleeved shirt with tight-fitting cuffs, and a hat when hiking, camping, or visiting tick-infested areas, or when mosquitoes are biting.
- Tuck pants into socks and shirt into pants, and wear a hat. Pull long hair back.
- When hiking, walk in the center of the trail to avoid overhanging grasses, weeds, and brush.
- Use insect repellent with DEET on exposed skin and products containing Permethrin on clothes. Follow label directions. Do not use products that contain more than 10% DEET on children, or more than 30% DEET on adults. Consult a physician before using DEET on infants or pregnant women. Wash treated skin when mosquito and tick exposure has ended.
- Do tick checks frequently during the day and a full

body tick check at the end of the day. Use a mirror and check behind ears, behind knees, underarms, and groin. Ask someone to help you check your back and scalp. Take a shower and wash your hair before going to bed.

- Do not sit directly on the ground—use a blanket or towel.
- Remove excess brush and keep grass mowed around your site.

How to Remove a Tick:

Grasp the tick as close to the skin surface as possible with fine-tipped tweezers. Pull the tick straight out slowly.

Wash and treat the bite area with a disinfectant. See your doctor if you develop early symptoms of tick-borne disease within the next 30 days.

Tick-borne diseases can be treated with antibiotics, but early treatment is important. Serious illness or death can occur if not treated promptly.

DO NOT squeeze the tick, twist the tick, light the tick on fire, or cover the tick in petroleum jelly, nail polish, alcohol, or kerosene. These “home remedies” may increase the chances of transmitting the bacteria and becoming infected with a tick-borne illness.

—Information provided by survival-center.com and the Georgia Division of Public Health.

EDITORIAL

Fellowship Fly-in Results

The MTRCCA Spring Fellowship Fly-in was an outstanding success. Everyone in the club should be congratulated on the condition of the field and the hospitality shown by the members from Hendersonville.

Not only did we have a great event, but we got the opportunity to meet and get to know some of the members of the other local clubs. The impression that I got from talking with other pilots was that they enjoyed flying at our field. I tried to



personally greet each one, make them feel welcome, and invite them to come back at their convenience. I seemed to be received favorably – I hope that they all take me up on the invitation. I also got invited, as well as the rest of the members of HRCC, to visit Madison, Springfield, and Gallatin. I think that it would be very gracious of our club to have as many members as we can to attend events at the other clubs in the Association, particularly the Madison, Gallatin, and Springfield clubs.

In following my own advise, I attended the Springfield War Bird Fly-in on May 3. They were very gracious hosts and have an outstanding place to fly. Unfortunately the wind was very strong, so not many pilots were willing to risk their war birds, so the flying was somewhat limited. The Volunteer State Aviators (Springfield) did an outstanding job in organizing and obtaining sponsorships for their event – we could learn a lot from them.

Thanks, again, to everyone who participated in the spring event. I hope that everyone will attend and support our sister clubs at their events to make our relationships with them stronger.

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.

Letter to the Editor,

I know that Don will comment on our spring event in his editorial, but I would like to put my two cents in. First of all, I feel that in spite of the rain Saturday morning, that the event was a great success. I was pleased with the number of pilots that showed up and the variety of skills demonstrated by all that participated. Second, I would like to thank all from our club that helped in setting up and tearing down the field for this event and those that worked during the event. I know some of us had to take time off from work to do this and it is deeply appreciated. I got nothing but positive comments about how great the field looked. Everyone that

participated had a good time. I have passed on to the Parks Department our thanks for what they did in preparing the field and surrounding area for this event.

I really appreciate the number of pilots from our club that participated and paid the landing fees even though they might not have flown in the event. Our club had the largest participation. I hoped that more would be there to support not only our club, but the MTRCCA. I know some that were out of town, but I feel we could have had more participation. Remember that your participation in these events speaks volumes about the membership of this club. We all want the club to succeed and grow. We all want to be a part of something we can be proud of. I have never been more proud of this club and its members as I am now. We all want new blood to join the club bringing with them their unique talents. This only enriches the club and those who are a part of it. Take for instance Shawn and his gift for video. If not for him we would not be on Channel 3. By the way I can't wait to see the next video he produces. I'm sure that you saw him at the field shooting footage of the event. He did not get to participate in any of the activities because of his desire to get as much as he could on video. Shawn, thank you very much. I appreciate what you do. I had several people talk to me about our training program that saw the presentation on Channel 3. I feel that we will get some new recruits for the club from that.

Then there is Jeff Jordan whom I feel is the heart and soul of the club. The way he is willing to take time at the field to work with a new pilots or impress us all with his skill as a pilot. I want to be able to fly like that when I grow up. Then there is Tommy who will climb a tree to get someone else's plane out of it not to mention his skill on the grills. He is also a damn good pilot. However at these events you don't get to see it because of his efforts to make them successful. Don Lewis, who entertains us each month in the newsletter and provides a good source of information on electric aircraft. He is also a damn good organizer for such things as these events. Then Percy who keeps all the money straight. I can go on about each member of the club and what they bring to the table but there is not enough space on the newsletter for that. Each of

you add something to the value of this organization and when anyone is missing from an event then a very important part of this organization is not available for the benefit of others.

Here are the clubs that participated in the event

Hendersonville RC Club	9
Music City Aviators	7
Middle Tenn RC Society	5
Sumner County RC Flyers	5
Middle Point RC Flyers	2
Volunteer State Modelers Association	1
Total	29

We should support these clubs by attending their events if at all possible. Their scheduled events are posted on the MTRCCA web site. So if you get a chance get out there and support these other clubs.

I just wanted to write this short letter to let each of you know that I'm very proud to be a part of this organization and I count myself very lucky to know each of you. We have a big event coming up in October. I hope with the success of this event and that we made the other clubs welcome will encourage them to participate in our Fall Air Show. It is my hope that our success with our last two events will encourage each of you to participate in planning the Fall Air Show. Our next meeting will be at the field on May 16 at 6:00PM. Bring a plane and let's do some flying after the meeting.

Thanks for what you do

Lonnie Johnson

NOVICE NUANCES – ARF ASSEMBLY TIPS:

1. *Seal Down Loose Covering* - This should be the first step in the assembly of any ARF that uses heat-shrink covering. Use an iron or heat gun to remove wrinkles that may have emerged during shipping, and then turn the heat up and go over all the surfaces where the covering overlaps or ends on bare wood. Be sure you don't melt or

shrink the covering too much, and pay particular attention to the engine compartment and wing-saddle areas. After you've sealed the covering where it ends on bare wood, apply CA along the edges to ensure that it stays that way.

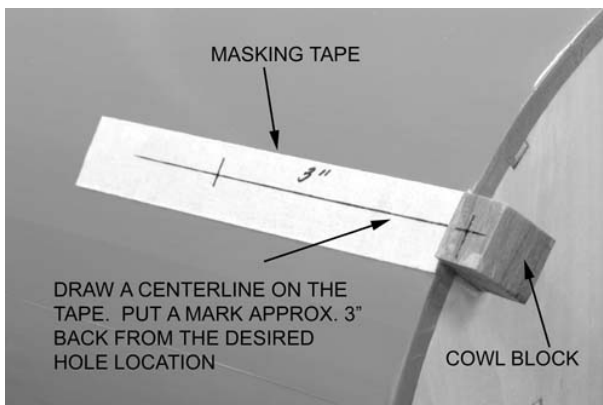
2. **Fuel Proof the Firewall** - After a few flights, the firewall or engine compartment of planes powered by nitro and gas engines can incur damage if left unprotected. Check these areas, and if needed, paint, epoxy and CA can provide the necessary protection. (Heat-shrink covering material will not sufficiently protect these areas from repeated exposures to fuel and gas residue.) The paint can be sprayed or brushed on, and the epoxy should be thinned with a little rubbing alcohol and applied with a brush. Thin CA can be dripped on the surface and allowed to soak in, but thick CA should be rubbed in with your finger; of course, it's a good idea to wrap your finger in plastic.

- John Reid

WHY DIDN'T I THINK OF THAT?

Finding Cowl Blocks

Many cowls are held in place by wooden blocks mounted on the firewall. Locating those blocks after the cowl has been properly located can be a problem. Here is a way that will help you. Place a strip of masking tape behind each block on the fuselage. Mark the center on the block. Draw a centerline on the tape to the mark on the block. Measure back 3" from the mark on the block, and put a mark on the centerline on the tape. The 3"

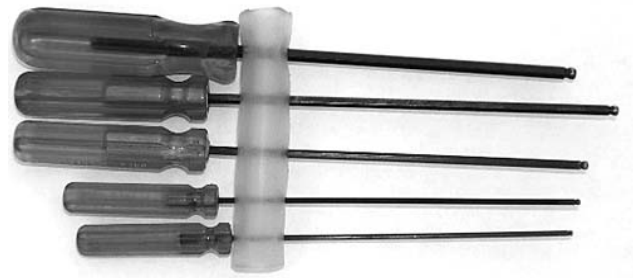


dimension is arbitrary. Mount and locate the cowl, temporarily holding it in the desirable place. Now measure 3" from the mark on the tape to the cowl and the block can be properly located for drilling the screw hole. Remove the tape.

— John Beckman, Cartersville, GA

Flexible Tool Holder

Frustrated by not being able to find the correct screwdriver or hex driver in the mess in your flight box? Take a piece of large bore silicone tubing, punch holes through it and slide the drivers through as shown in the picture. You will know if a size is missing. The driver can be tried in the bolt before taking the driver out by flexing the silicone. The hole in the silicone will remain tight for years.



— David Shaw, Christchurch, New Zealand

NEW PRODUCT!

Aeroworks 35cc Extra 300

With the advances in smaller gas engines Aeroworks realized a void in the hobby market that has not yet been filled. In order to fill that void



Aeroworks is introducing a new size of airplane to our product line. The 35cc Extra 300 QB is the first in our new series of aircraft. It is the same QB quality you have come to expect from Aeroworks in a smaller more affordable package. It is designed around the 35cc-45cc size gas engines or 1.6 to 2.20 glow engines and includes carbon fiber wing and stab tubes along with the full QB S.A.E. hardware package. The airplane is just the right size for those who do not have a large vehicle to transport the

slightly larger 50cc planes.

Aeroworks is proud to add too their line of QUICK BUILD Series Aircraft

Designed with the customer in mind to provide the highest quality, light weight construction and fastest build time possible.

Aeroworks has Raised the Bar. The QB Series is top quality in both design and performance that has set a new standard for ARF aircraft

With the 35cc Extra 300 QB's unbeatable stability and precision flight characteristics it is certain to please both the beginner as well as the advanced competitor

Designed for both precision and 3D style flying this plane is sure to out perform all other aircraft in its class. The Extra 300 was designed from the ground up to be a top performing aircraft. Generous control surfaces and an awesome power to weight ratio make this a plane you'll want to fly every visit to the field!

Specifications

Wing span 78 inches.
Wing Area 1200 sq. in.
Fuselage Length 69" (Rudder to front of cowling)
Fuselage length 73" (Rudder to front of spinner)
Weight 14 to 15 lbs
Engine 35cc to 45cc Gas
Engine 1.60 to 2.20 Glow
Radio 8 Channels minimum

Featuring

Strong Light Weight Construction
Complete and Detailed Instruction Manual on CD
High Resolution Picture folders provide maximum detail
Painted and Pre mounted 7075 Aluminum Landing gear
Pre mounted Tail Wheel Assembly
Complete *US Standard* Hardware Package Included
Two piece removable wings and stabs
Composite Wing and Stab Tubes
Professionally covered in ULTRACOTE™
Additional UTRACOTE™ supplied for small patches and repairs
Clear Covering provided for sealing hinge gaps
Pre-Hinged from factory (Ready to Fly) No gluing
One Servo per Wing panel
One Servo per Elevator Half
Large control surfaces double beveled for maximum throw

Pre Mounted Fiberglass Cowl and Wheel Pants
Pre Mounted and Tinted Canopy / Hatch assembly
Pre installed and fuel proofed engine box
Laser marked engine mounting templates
Custom Deflection Rudder Gage
Custom Vinyl Decal Set
8 to 10 Hours assembly Time

For more information, visit: www.modelairplanenews.com

TECHNOLOGY

Molding with Carbon Veil

By Jim Varno

It seems as though technology is advancing so quickly that no one can keep up. Sometimes one gets discouraged because just when you get good at one aspect of modeling, the products are no longer available or new techniques are being used. Each change requires new skills that must be learned.

I have found that the old ways of building still work and it is easier to pick and choose which new building skills and materials you can incorporate into your way of building. The key is to keep an open mind and be willing to change to what will make your building easier or better without compromising quality.

One such technique I have learned is using carbon veil and molding to replace carving and hollowing out balsa blocks. Carving out the top block on my Cardinal took several days and a very light, 4-pound balsa block—which is almost impossible to get these days. The new method is as follows:

1. Cut and sand a piece of pink foam to the shape of whatever you want to make (like the top of your new airplane or a wing tip, etc.).
2. After the part is finished to size, reduce it in size by 1/16 inch on the top and sides (or 1/8 inch if using 1/8-inch balsa).
3. Soak your balsa sheet in ammonia for a few hours until fully soaked in ammonia. Use light, A-grain balsa.

4. Place the wet balsa over the foam form and wrap from one end to the other with an Ace bandage. Set aside to dry overnight at least.

5. Unwrap the Ace bandage and you will have a molded balsa shell. Now place the shell back on the mold and repair any imperfections in the balsa.

6. To give the strength to the shell, lay a piece of wax paper on your bench a little larger than the inside of your molded balsa, and place the carbon veil on the wax paper.

7. Cover the veil with a thin film of slow-curing finishing resin and squeegee the excess resin off with a flat piece of plastic or old credit card.

8. Place a piece of wax paper over the veil, and from the center out, use the plastic card to remove almost all the resin working it out to the sides. You can't take off too much, because you only need enough to stick the veil to the balsa.

9. Next, remove the top piece of wax paper from the carbon veil. Place the veil on the foam with the bottom piece of wax paper down on the foam, and place the balsa shell over the veil. Again wrap the shell, veil, and foam together with the Ace bandage. (I also place wax paper between the balsa and the Ace bandage to keep any resin off the bandage.)

10. When the resin has hardened, remove the wrap and balsa shell from the foam. The veil now will be attached to the inside of the balsa and the unit will be extremely strong and light, ready to glue in place.

This method may seem complicated but it is actually faster, stronger, and easier than carving out a block.

From the F-M Skylarks Model Airplane Club, Fargo, ND

SAFETY TIPS

Strokes: What to Look For

Although unable to find and credit the original source, the following knowledge of first aid is

always helpful. The simple steps outlined might save a life or lessen later complications. None of us is getting any younger. Spread this around as you see fit.

Stroke Identification:

A neurologist says that if he can get to a stroke victim within three hours he can totally reverse the effects of a stroke. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within three hours, which is tough.

Recognizing a Stroke:

Remember the "three" steps, S.T.R. Read and learn!

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now, doctors say a bystander can recognize a stroke by asking three simple questions:

S: Ask the individual to smile.

T: Ask the person to talk and speak a simple sentence coherently. (i.e. It is sunny out today.)

R: Ask him or her to raise both arms.

If he or she has trouble with any one of these tasks, call 999/911 immediately and describe the symptoms to the dispatcher.

New Sign of a Stroke

Another sign of a stroke is this: Ask the person to stick out his tongue. If the tongue is crooked—goes to one side or the other—that is also an indication of a stroke.

SOMETIMES YOU JUST HAVE TO LAUGH...

"Hello, is this the Sheriff's office?"

"Yes. What can I do for you?"

"I'm calling to report 'bout my neighbor, Virgil

Smith. He's hidin' marijuana inside his firewood! Don't quite know how he gets it inside them logs, but he's hidin' it in there."

"Thank you very much for the call, sir."

The next day, the Sheriff's Deputies descend on Virgil's house. They search the shed where the firewood is kept. Using axes, they bust open every piece of wood, but find no marijuana. They sneer at Virgil and leave.

Shortly, the phone rings at Virgil's house.

"Hey, Virgil, This here's Floyd....did the Sheriff come?"

"Yeah!"

"Did they chop your firewood?"

"Yep!"

"Happy Birthday, buddy!"

PRODUCT REVIEW:

SULLIVAN ON-BOARD GLOW DRIVER

By Ken Isaac

Sullivan Products has a long history of bringing great products for RC planes to the market. One of their latest releases is no different. The latest release is an onboard glow driver that is available in both single and dual engine versions. In the past there have been other glow drivers available that were little more than just a battery and a switch connected to the glow plug on the engine. The Sullivan driver is leaps and bounds above that level. The Sullivan driver can be set so that it is a simple on/off switch if that is what's needed. But it can also be integrated with your radio system and then programmed to come on with a preset command from the radio receiver. Several possibilities exist with this setup.



They range from setting the driver on a separate channel that would allow the unit to be turned on by the flip of a switch when the pilot needed to setting the driver on the throttle channel and having it come on when the throttle is dropped to a specified level. This flexibility will give pilots a lot of options to use this product on.

When I was offered the Sullivan Onboard Glow Driver I selected the twin engine version to review. I had a B-25 that was being reviewed as well, so that gave me a good test bed for this product.

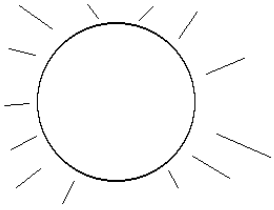
I guess that my only real complaint with the Sullivan Onboard Glow Driver would be the amount of work that I had to put into it to install in my application. But once I stop and think about it I will have to concede that it would be really difficult for Sullivan to build a unit that would be ready to go into the large amount of different planes out here. With them shipping the basic unit it is very easy for pilots such as me to modify the unit for their own applications. And for single engine planes the installation is very straightforward and simple which should present no problems.

For those who have engines with cowls and need an onboard glow driver, or those who need to improve flight operation, the Sullivan Glow Driver can be an invaluable tool. With its ease of operation from a pre-set throttle stick position pilots won't have to worry any longer when flying. Simply by moving the stick to an idle position their glow plugs will be given power to help improve their low-end reliability. And for those pilots who have an engine enclosed in a cowl the Sullivan driver is a must have. It means no more drilling through cowls to start their planes. I would say that Sullivan has a hit with this product.

For the complete review please visit:

http://www.rcuniverse.com/magazine/article_display.cfm?article_id=988

THE LIGHTER SIDE OF R/C



.....So you just close your eyes as it passes through the sun...



...and pick it up on the other side. . . .

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

By Bill Atkins, Byron, GA

-You spend more money for a pair of sun glasses than for a lawn mower.
- ...You use your field box to crank your lawn tractor.

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