

Club Internet Web Links:

<http://www.geocities.com/strcc2002/index.htm>

<http://racingrookies.tripod.com> (no www)

STRCC 2004 Officers

President:

Mario Gonzalez
(817) 563-6550

Sec. / Treasurer:

Bill Jones
(817) 473-6801

Vice President:

Duane Riedel
(817) 483-2557

Newsletter Editor:

Bruce Anderson
(817) 483-8223

NEWS

Seven Towers R/C Club, Arlington, Texas
January 2004 - Volume 17 Issue 1

Mail Correspondence and Membership Dues to:

STRCC

P.O. Box 174334

Arlington, Texas 76003

Club Upcoming Events

February 8, 1:30 PM – Rookie Races

February 9, 7:00 PM – Club Meeting
at SIMSCO

Meeting Notes

Simsco – January 14, 2004

The meeting was called to order by president Mario Gonzalez at 7:00 P.M. The following items were discussed:

Decals have been made and are now available for the STRCC members. Decals are presently being handed out to members at the monthly meetings. (see page 2 for the decal)

The combination for the gate will be changing this month. Mario Gonzalez will change the gate combination sometime after the newsletter has announced this. The new combination will accompany the newsletter announcement.

Bill Jones verified that the club lease has been taken care of for the year. Bill also gave a summary of the past year expenditures and a balance for the year. Last year, STRCC spent \$2500 with nearly \$1400 of that done for field improvements.

2/3/2004

For those of you interested in electric flight, there is going to be a new indoor event. If you are interested, check out the DEAF website at www.DEAF-RC.org.

At the last Rookie races, it was determined that some animal was chewing through the club's guide wires for the race pylons. There was some discussion about installing wire instead of the rope that had been chewed through. Craig Bevil mentioned that a new set of pylon poles could be constructed fairly inexpensively. Craig also volunteered to build them. The club members voted to reimburse Craig for all material costs. (Thanks Craig!)

The club voted to buy plaques for 1st, 2nd, and 3rd place finishers in the Rookie races. These plaques will go to the top point placers for the year.

The conveyer belt that has been the main walkway to the runway is turning up corners at the overlap joints. Craig Bevil volunteered to check with the cement company to see if they had any extra belts that we might be able to use to fix this. Stan Sims volunteered to check and see if there was any astro turf available at the surrounding school districts. It was also suggested that propane torch and some nails could be used to fix the belt where the corners are turning up. If anyone else has a good idea on how to fix this problem, please e-mail Bruce or come to the next meeting to discuss this.



The cover for the clubs grill had blown away. Joe Sudduth found the grill cover up against the east fence. Thanks for retrieving the cover Joe!

The meeting was adjourned and then Nevin Levy presented the STRCC members with his plane.

Nevin Levy brought a new plane that he built from plans. The model is called the Little Esquire which was produced by Midwest. This model has a wing and fuselage which are built up from balsa. Nevin put in micro servos and they are controlled by a Hitec 555 receiver. The plane is powered by a Novel .061 throttled engine. Nevin mentioned that his daughter was looking forward to flying and something about pink covering! There's something about those girls and pink covering.... Bruce has daughters and they convinced Dad to build a pretty pink "Barbie" Rookie racer!

Bruce Anderson, STRCC
Newsletter Editor



Stickers are available for the club are shown at left. Come pick up your stickers at the next club meeting! I've put mine on my racing helmet and my flight box. They look great!



by Bruce Anderson

Races were held this month and there were 5 racers. There was plenty of racing as 7 heats were run for the day. I believe that the most races run in a day is eight. So this was a good day to come out and get in some stick time around the poles.

Gary Henning also came out and helped with the races! I know that Gary has come out in the past to many races and we thank you for your support!

Only times for the last three races were kept and the winning times ranged from 2:12 to 2:25. Joe was the man to chase as he crossed the finish line in all of his heats first. Craig ended up with 2 wins and Duane had one the other heat. There were no recorded cuts for any heat of the day. All racers were able to collect points for 4 heats.

Craig Bevil's fastest recorded time now stands at 2:19. No other times were recorded that lowered an individual's personal best.

The point totals for the day are: Joe (20), Craig (18), Duane (17), Mario (14), and Howard (12).

The February races are scheduled for **Sunday, the 8th at 1:30 P.M.** Hope to see you at the field for some great races. Race cancellation due to weather will be made by 12:30 P.M. and can be heard by calling Bruce Anderson at (817) 483-8223. Races canceled for weather will be rescheduled for the following Sunday. A copy of the race rules is posted on the frequency board and on the Internet at:

racingrookies.tripod.com

(no "www" in the address). For any other questions or comments, call or email me at brucemarsha@juno.com.

Racing Funnies

I have a friend at work who comes upon some interesting stories on the internet. The following stories were obtained from a users group called www.rcgroups.com in a users discussion forum.

About six years ago while flying in a Q500 race about the 3rd lap, I heard a friend say "dang this thing is not handling well". We finished the race and when we started landing the same guy says "I don't have it". Then another guy says "that's because you're flying my plane. Yours went in on the second lap". He got his red one mixed up with another red one!. Poor guy never heard the end of it

Gregg F. Shadow Hills, CA

We had a fun fly last year... One of the events was an egg drop. A cup was rubber banded to the fuse of your plane and you were supposed to roll the plane and drop the egg on a target. One guy got up in the air and dropped his egg and proceeded to crash his plane immediately afterwards. When asked what happened he sheepishly said "I was trying to fly the EGG". True story!!!

Johnfish, Midlothian, Va

from www.rcgroups.com/forms September 11, 2003

Removing Decal Residue

Bob, one of our members, reports on this experience he had when he wanted to clean off his AMA numbers from his Aquila sailplane that he planned to sell to a fellow flier. The bulk of the clear laminated waterbased decals came off with warm, soapy water and gentle coaxing with a small spatula after it was manipulated under an edge.

He had formerly painted over the numbers with several different types of clear coat, the make-up of which he couldn't remember after all these years. He decided that the action of sun and weather exposure had thoroughly cured the remains of these clear films.

The decal numbers were gone but there remained an ugly outline in yellow! More soap and water was no help. Neither was lacquer thinner, GOO OFF (Xylene?), acetone, MEK, and denatured alcohol. Still, the buildup remained!

By now Bob was getting mad. Since he works in a research laboratory, he dragged out the ultimate weapon in his arsenal, Safety Solvent (a special mix of chlorinated solvent, MEK and Bat Vomit!) which usually dissolves anything. He was concerned that it might affect the MonoKote® covering but at this point he was desperate; result ... nothing!

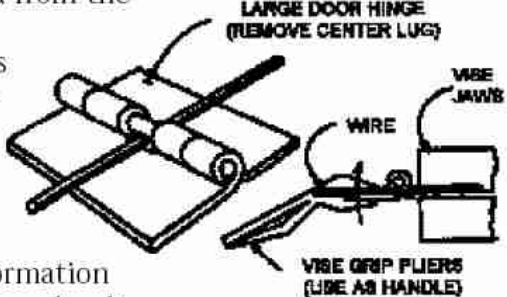
Concluding that he might have to meticulously scrape it off one molecule at a time, it suddenly struck him that there was one more avenue he had not pursued ... what about the debonder for cyanoacrylates? Eureka, it worked like a champ! The accumulated layers swelled and shriveled on contact; the magic solvent is slightly oily and does not evaporate so it stays on the job doing its thing! He let it soak awhile, then wiped it off with a paper towel and finally removed the oily residue with acetone and it looked as good as new!

Next time you need some industrial strength solvent action try debonder.

from LASS Updrafts
Lancaster Area Soaring Society
Carl Foltz, editor
Mountville PA

Wire Bender

Try this idea from the Chicago Scalemasters Newsletter—it works. The bend is very clean with no deformation beyond the bend radius.



from *The Altimeter*
Clarksburg Model Aviation Club
Richard Rader, editor, Bridgeport WV

Sanding Files

Collect a few hardware paint stirring sticks. Then glue strips of various grade sand papers to each side to create a collection of useful sandpaper “files.” You can also cut the sticks into odd shapes before applying the sandpaper for those hard to reach areas.

from WIRCS Touch & Go
Whidbey Island Radio Control Society
Manny Duarte, editor
Oak Harbor WA

Editors note: I have used this to create a few different types of sanding sticks and they are great. I have used 3M 77 aerosol adhesive to bond the sand paper to the stirring sticks.

Glue Safety

When working with CyA glue, always get out the glue and the release agent (solvent). They should be on the building table together at all times. I have had the thin stuff run off of a

part unnoticed and glue my stomach to the table edge. This can be painful and makes it just a bit difficult to reach the shelf to get the glue solvent. I once glued my hand to a large nearly complete model and I was not in a position to reach the glue solvent, way over on the shelf. I had to call for help to get unstuck. Now, I always get the glue and the solvent (release agent) together. The solvent is ALWAYS within easy reach.

from *The Pilot*

El Paso Radio Controllers

Jeff Blackwood, editor

El Paso TX

Electric, Electric

by Larry Sribnick

Should you ever discharge a pack all the way down? The short answer is... DON'T! Now for the why.

When you connect a pack to a charger, you connect the plus positive, from the charger to the plus positive, of the pack. If you run a pack all the way down and one of the cells reaches zero before the rest of the cells in the pack (and it will most of the time), how is it connected in the circuit? It's connected plus to minus because the cells are wired in series in the pack. The result is that the rest of the cells in the pack will now start to charge the zero cell backwards because it's connected plus to minus rather than plus to plus as it should be for charging. The end result is that you reverse the polarity of that one poor cell and ruin it.

Now, this can't happen if you just put a pack on the shelf and let it self-discharge over a long period of time because there's no complete circuit. The pack isn't plugged into anything.

Likewise, it can't happen to a single cell that you run all the way down because it isn't the running down to zero that does the damage. It's the remaining cells in a multi-cell pack that turn into a backwards charger if one cell is run all the way down that does the damage.

I've been telling people this for 20 years but I still see people running their packs down

2/3/2004

after every flight. I've given up trying to explain it to them because the attitude usually is "Everyone else is doing it." I was happy to see that Bob Kopski in his Model Aviation column a few months ago told people that he finally came to the conclusion that you shouldn't run a pack down after flying.

When you're done flying, let the pack cool off until it's just barely warm to the touch and then either put it back on the charger or go home.

from SR Battery Tech Notes

via The Altimeter

Clarksburg Model Aviation Club

Richard Rader, editor

Bridgeport WV

STRCC 2004 Flight Instructors:

Melvin Bowser* (817) 370-0863

Joe Sudduth* (817) 572-2091

Bruce Anderson* (817) 483-8223

Rick Byrd (817) 294-2048

Ken Sloat (817) 467-9470

Stan Sims (817) 483-0240

* indicates AMA introductory pilot program call an instructor if you need assistance for training

**Don't forget the next Club Meeting
is at Simsko
February 9 - 7:00 PM**

