



Club Internet Web Links:

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

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

Meeting Notes

March 10, 2003

The club meeting was called to order by president Stan Sims. Old business included the skip day proposed by Melvin Bowser. Melvin was not on hand for the meeting and so a call will be made to him to determine the date of the club "skip" day.

For new business, it was decided that this would be the last official paper newsletter sent out to all members. So if you don't want to get your newsletter off the internet and still want a black and white copy in the US postal mail, please notify Bruce Anderson at (817) 483-8223 or Jack Dimski at (817) 277-9789. Note that if you don't have access to the internet or have not provided Bruce with an internet e-mail address, then your copy of the newsletter will still come by mail.

It was noted that daylight savings will occur on April the 6th. This means that the club monthly meetings will be held at the airfield. Mark your calendars for the second Monday of the month at 7:00 P.M. For this

NEWS

Seven Towers R/C Club, Arlington, Texas
March, 2003 - Volume 16 Issue 3

Please Mail All Correspondence and
Membership Dues to:

STRCC

P.O. Box 174334

Arlington, Texas 76003

month, the meeting will be April 14th at
Ramskill field, 7:00 P.M.

A word of thanks goes out to Duane Reidel for his efforts on trimming the mesquite trees. He has been at this for quite some time sawing down a few every so often on the north end of the field. This will help with the Rookie races as the north pole can be moved further away from the flight line.

The combination of the gate will be changing this month. With the last newsletter being mailed out this month, Jack Dimski will include the new gate combination with this mailing.

There have been three new members who have joined the club. STRCC would like to welcome you and we hope you that will have an enjoyable time with us. The new members are: Steven Lado, Nevin Levy, and Larry Nevin.

Submitted –

Bruce Anderson, Newsletter Editor

STRCC Current Frequencies

A survey of the current STRCC membership for frequencies as been conducted. Of the 44 members, I have frequencies for all but 5 members. So if you are interested in buying a new radio, this table may be of interest to you.

I am including a list of the frequencies that are currently being used or have been used by the Rookie racers.

STRCC Membership Frequencies April 2003

Frequency	Users
10	
11	X
12	
13	XX
14	
15	
16	
17	
18	XXXXX
19	
20	X
21	XX
22	XX
23	
24	XX
25	XX
26	XXX
27	XX
28	
29	XXXX
30	XXXX
31	
32	XXXX
33	XX
34	XXX
35	XX

Frequency	Users
36	XXXXXX
37	
38	XXXX
39	X
40	XX
41	X
42	XXX
43	
44	XXX
45	X
46	XXXX
47	
48	
49	X
50	
51	
52	X
53	
54	XX
55	
56	
57	
58	X
59	XXX
60	X
53.1 MHZ	X

STRCC Rookie Racing Frequencies April 2003

Frequency	Users
11	X
16	X
18	X
20	X
21	XX
30	XX
32	X
35	XX

Frequency	Users
33	X
36	X
38	X
39	X
42	X
54	X
55	X
53.1 MHZ	X

STRCC 2003 Officers

President:

Stan Sims
(817) 483-0240

Sec. / Treasurer:

Bill Jones
(817) 473-6801

Vice President:

Duane Riedel
(817) 483-2557

Newsletter Editor:

Bruce Anderson
(817) 483-8223

STRCC Flight Instructors:

Rick Byrd* (817) 294-2048

Ken Sloat* (817) 467-9470

Bruce Anderson* (817) 483-8223

Stan Sims (817) 483-0240

Melvin Bowser (817) 370-0863

* indicates AMA introductory pilot program

OOPS....

Have you ever had one of those days where things were going just great? But you just had to try something new and well, you know, it didn't quite come out as you had planned. I had one of those days at the last Rookie races. It was a pretty good day to get in a few races and still have my plane intact. Then I decided to try that something new and fly that airplane which was shown a few newsletters ago. I'll just go ahead and show you what a nice airplane it **WAS....**

Items For Sale

No new items were forwarded to the newsletter for input.



So this was the day. I wanted to see what this plane would do. Before anything was hooked up I checked the battery for a good charge with an expanded voltmeter and it was ok. I did a range check since this airplane was new and hadn't flown yet. That was ok. Then I checked all the control surfaces for movement. The rudder went the correct direction, the elevator went the right direction and the ailerons were moving. Ok, time to get this plane in the air...

As the plane started to climb, it turned to the right. So I corrected the plane with some left input.... This didn't seem to work very well. So I continued to give more left input and the plane continued to roll right, over on its back, and then straight into the ground! Boy was that weird. I thought for sure that that I was correcting the opposite direction of the bank.

Further investigation after the crash revealed that I had forgot to check the directions of the ailerons. Boy was that one of those stupid things to do.

I didn't take pictures right away, but I can show you what the fuselage looks like. The tail feathers and wing are ok and it looks like I will be splicing a new portion of the fuselage back in.

I plan on writing an article on how to repair a fuselage of a Rookie as I seem to be

doing this frequently. My pink racer had a similar misfortune and had to have the same repair. So that will be saved for a future newsletter.



After all of this, I thought I would check out the internet newsgroup "rec.models.rc.air" to see if there were any other people had done the same thing. I'll include a few replies of what I found. First, here's what was asked of the group:

"Ok, I know that I'm asking for it, but here's the question.... How many of you out there have forgotten to check your aileron deflections before taking off a new airplane and actually had the throws in the wrong direction. I did and yes I know that I am a bonehead..."

The replies...

Don't forget internet language...

:) ← a smily face ;) ← a wink :-) ← another smily face

I myself have never done that. I have always prided myself with the safety aspect of the hobby, and have seen it happen a few times over the years. In fact I remember a club member doing it once, fix the plane and 30 minutes later watched him do it all over again:)

Oh, I have plenty of those! So far, the good days far outweigh the bad but there are those days when I really question why I love this hobby. That usually involves rekitting something I just spent months building.

Now it wasn't me, REALLY it wasn't, but had a club member do it TWICE in a row. Post mortem confirmed the fact. Don't forget to check the model number identification on the computer radio too. ;)

Yep, sure did and thank goodness the receiver had a reverse servo switch handy. It was a glider and we were using a buddies Senior Kadet with cradle to launch it. So I had enough altitude to fix the problem before it hit the ground, It was a brief but rather exciting flight. :-)

I had the dubious benefit of watching two models in succession go splat-skiddly during climb out at a Scale Master's Qualifier at Decatur AL a few years back. Both flyers, well and truly experienced, failed to note that while their respective ailerons moved, they moved the wrong direction. The pressure of competition, I suppose . . .

Second day on a buddy box, The elevator on the buddy box was reversed by a previous user. My instructor didn't check and I didn't know any better. I couldn't understand why my trainer wouldn't leave the ground. Crashed it into a flight stand. I repaired it but I wasn't happy. I learned a lesson and no longer used the buddy box.

Do your cat test and you shouldn't ever do that. C-control A-antenna T-trims CAT Never fly with out a CAT. I make all my students say cat and do the routine before every flight. (I hate cats)

I did that on a Elfi park flier. The funny part was I had an more experienced pilot fly it the first time. The first hand launch it went for about 20 feet till he crashed it into the ground. He said it was veering to the left so he adjusted the trim. The second launch it went about 30 feet before it veered into a tree and crashed. The third time it did the something, but it got stuck in the tree. After getting it down, I noticed the motor popped off. So I took it home and repaired it. The next day no-one was around so I decided I would try it fly it straight down the runway. About 100 ft away I realized that the ailerons were reversed. I used the rudder to bring it back and land safely. I was a little embarrassed to tell him that the whole problem was because of a reversed servo.

NEVER !!! well, hardly ever. well.... never twice on the same day ! Cheer up Bruce, after a few times you learn to check them prior to EACH flight AND you learn how to control the ones you DO forget.

Indoor / Outdoor Electric Flying

I received a note from the DEAF club about a group get together for flying indoors with the possibility of going to the outdoors later on in the summer. Unfortunately, the notice was too late for the first meeting but there will be other opportunities. So if you have an indoor flier and are interested in getting together with them, here is a little bit of information to get you started.

Indoor meeting March 21-Fort Worth, Texas-LMRA Greetings, indoor fliers! Ed Couch and I would like to invite you to come to the inaugural indoor flying session of the LM Aero Modelers at the Lockheed Martin Recreational Area in southwest Fort Worth, Tx. There have been very few good venues for evening indoor flight activity in this area and we are excited about creating one. We hope to make it a regular monthly happening. We have set a motor limit of Speed 300 class and a gross weight limit of 16 oz for safety reasons. There is a landing fee of \$6 per flyer (\$8 per family) for LM members and associated members. The fee is \$8.00 for non members (\$10 per family) Visitors are welcome at no charge. The gym is two full size basketball courts side by side, room to fly is not a problem. For more info or an email copy of the flying rules, please call Ed Couch or myself. I can be reached at 817-777-1241 and my email is: tom.a.blakeney@lmco.com. Ed Couch can be reached at 817-777-6478 and emailed at ed.e.couch@lmco.com. We would really enjoy having a nice turnout of DFW indoor fliers. Please come and fly with us! Flying this month will be as indicated above, later towards the summer the date may change to a Saturday but as a new group getting time in the big building especially on a Friday night was pure luck. Later in the year, we may go out under the lights on a soccer field across the parking lot and play under the lights. As stated, LMRA will allow the general flyers not member to fly with us, so folks come on out and lets have a little fun. Ed Couch (Flight Director Lockheed Aeromodelers)

We have had some new airplanes out at the field. So here are the pictures of some of the STRCC airplanes at the field. If you have a plane that you would like to see in the newsletter, bring it to the meeting or contact Bruce Anderson.



This is Steven Byrds latest Flip 3D. When I showed up at the field, it was hanging on its prop hovering two feet off the ground. For some odd reason, I knew that it couldn't be anyone but Steven flying like that! It has an OS 46FX.



Joe Suddeth recently acquired this CAP 232. It is an ARF and really looks neat. It must be lightweight as you can see the fuselage is stick construction if you look closely just behind the canopy. Joe had another plane with a thinner airfoil and he had to keep the speed up to prevent tip stalls. Even though the wings look thin and small at the tip, this one does not have this problem. It has a pull-pull rudder, a OS46FX, and weighs 5 lb 3 oz. Joe says it is real easy to land.



Don Lepek has been flying this plane for some time now. I do believe that Don scratch built this plane by himself. I really like the flames that Don made on the center of the wing.



Rookie Racing – March 2003

After last months races were canceled by incimate weather, it was nice to see enough people at the field to have some races. And now that we have Howard back racing, the real season can begin. With the winter months behind us and the extra hour of flying just around the corner and I expect to see some of those fast and exciting heats soon.

There were five heats run for the day. The lap times for the day were a little on the slow side. I guess you would expect this as all the racers were off for a month and there were not many heats run in January. The average lap time for the first four heats was 2:30. This is about 2 ½ laps behind the current record. No cuts were recorded for the day and that's one of the reasons why the winning times were slower than usual. The last heat of the day, Stan crossed the finish line in 2:08 without any cuts. So I guess it only takes three races to get that rusty feeling out of those thumbs and get the turns around the poles figured out.

Stan ended up collecting all four 1st places in the heats he raced, Bruce got one, and Howard collected three 2nd place finishes. Duane Reidel was out with his Rookie and raced in three heats for his first race day. We are all happy to have you out there Duane. As the saying goes, the more the merrier. Duane even let Steven fly his plane in one of the heats as Steven had left his Rookie home for the day. Everyone finished the races with their planes intact.

Point totals for the day were: Stan (20), Howard (15), Bruce (13), Duane (8), and Steven (3). Point totals for the year: Steven (21), Stan (20), Joe (17), Howard (15), Bruce

(15), and Duane (8). And just where did that Gary Gray go?

Various people helped out at the races. I would like to thank Joe Domain, Don Lepek, and Gary Henning for helping out and watching the poles for the racers! Your efforts are greatly appreciated.

The April races are scheduled for **Sunday, the 13th 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.

STRCC Hooky Day has been postponed until the next newsletter.

The new gate combination is:

**Don't Forget The Next Club Meeting
April 14th 7:00 PM at Ramskill Field**