

Model-Builders Workshop

Serving Model Aviation Enthusiasts in the Wiregrass
Volume 12, Issue 1 Jan 2010

WGRC CONTACTS

Pres: Office to be filled at the Dinner Meeting
VP: Mike Hipwell 202 Hickory Rd. Dothan (334) 794-8563
Sec / NL Editor: Jim Kale - 401 Candlewood Dr. Enterprise - (334) 393-7918
Treas: Brian Arsenault - 302 Natches St. Enterprise - (334) 393-1642
Please contact one of these people to conduct business with the WGRC
WGRC Flies Weekends at Hunt Air Field on Dale Co 18, S of Highway 231 S of Ozark

WGRC SPONSOR

MORGAN (COOL POWER) FUELS – ENTERPRISE
MORGAN FUEL CANNOT SELL FUEL TO INDIVIDUALS OR WGRC CLUB MEMBERS
HODGES HOBBIES – Andersonville, GA
Phone 866 924-9505

WGRC ANNUAL DINNER MEETING

It is once again time for our WGRC Annual Dinner Membership Renewal Meeting. It will be on Jan 25 at Ryan's in Enterprise again. Same as in past years, each renewing member gets a free buffet plus one for a guest. Lets all plan on attending and making it a great one.

WRGC FLY-IN November 7, 2009

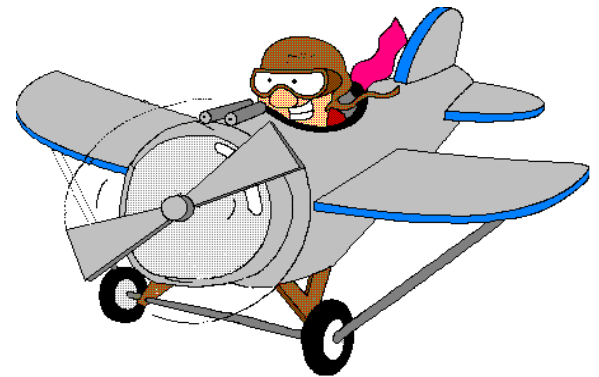
It went off extremely well on November 7, 2009. The weather was as good as it gets for model aviation. The airplanes were great. The food was good. Everyone worked hard and we had a great event. We gave out 2 radios and some great raffle prizes. Brian Arsenault did it again by directing a really fun event. Unfortunately, a couple of nice airplanes were lost in crashes.

BUDDY BOX TRANSMITTERS -- FOR SALE

The WGRC members decided to sell our BUDDY BOX transmitters. Anyone wanting one please let me know and I can arrange the sale. If we don't sell them locally, we will take them to Perry in March.

New ELECTRIC POWER ARTICLE BY JIM KALE

I see many of the WGRC members getting into electric powered flight and this power system has many important differences from glow/gas power. I have written an article about electric power including history and tips which is on the WGRC Web Site now.



WGRC WEB SITE

www.wiregrassrc.org

COMING EVENTS

WGRC ANNUAL DINNER MEETING

Ryan's Restaurant Enterprise
Monday, January 25, 2010
Dining at 6 p.m.
Meeting at 7 p.m.
Everybody Come

WRGC SPRING FUN_FLY To Be Announced

Secretary's Message

by *Jim Kale*

WGRC EXECUTIVE COMMITTEE MEETING: The next meeting will be on January 25 2010, at Ryan's Restaurant at Enterprise. It will also be the WGRC Annual Dinner Membership Renewal Meeting. Dinner begins at 6 p.m. and the meeting will be at 7 p.m. You will be able to eat if you are a little late. Each renewing member gets a free buffet meal for him/her self and one guest.

ANNUAL FLY-IN, NOVEMBER, 7: We had a great Fly-In. The weather was fabulous and everything went well except for a couple of unexplained crashes. All WGRC members who came out early, worked hard, stayed and put things away, are certainly entitled to feel proud of making it a great event. I believe we had 24 registered pilots, which is a rather small number when compared to events of the past on such a great weather day. A few out-of-towners did come and we were happy to see them all. For those who came though, the reward was lots of great flying.

REMEMBER TO SUPPORT OUR SPONSOR: HODGES HOBBIES. We owe him our modeling supplies support. He will take your order over the phone (866) 924-0505 or the net and you will get it much sooner than if you order thru other sources. The prices are always competitive, be sure to let them know you are a WGRC member so they will know we support them.

2010 SCHEDULE OF EVENTS: We will discuss the schedule of events at the Annual Dinner Meeting.

SEP WGRC EXECUTIVE COMMITTEE MEETING MINUTES

Acting President Mike Hipwell called the meeting to order at 7.p.m. November 2, 2009 at Larry's BBQ in Daleville, AL. , Mike Hipwell, Brian Arsenault, Jim Kale, Phil Spiegeland, Pete and Charles Veneziano, Athol Foster, KC, Mike Coopriider, Bob Frey, Paul Connally, Larry Devore, Gene and Mrs. Mace, Don Compton, and Mel Yanda were in attendance.

The treasurer's report was read and approved.

Minutes of the March meeting were read and approved.

Old Business:

Brian Arsenault reported on preparations for the Nov FLY-IN.

Phil will be handling transmitter impound. In accordance with the WGRC flying event rules, Brian Arsenault will decide how to award the prizes. Our WGRC Sponsor HODGES HOBBIES has given us special pricing on two radios for prizes. The AMA sanction has arrived. Phil will get some transmitter tables and Stan will get orange cones. KC will be in charge of the Safety Briefing. No plaques will be awarded this year. Mike Coopriider has arranged for a food vender.

The election ballots were received. Mike Coopriider will be the new VP.

Jim Kale reported that we have 14 tables reserved in the McGill building at Perry, GA, and all are spoken for.

KC requested that we work out some flying guidelines so that when a turbine power airplane is in the air that other airplanes will be on the ground due to the high speed characteristics of the turbine and the increased possibilities of an airborne collision. He submitted proposals and Jim handed out proposed new guidelines for all to read. We plan on voting on the new proposals at the January Dinner Meeting.

New Business:

The vacancy of the WGRC President was discussed and the EC recommended that we elect a new president at the January meeting. I (Jim Kale) was nominated but I declined so I could remain as Secretary. If I had been elected, the office of Secretary/NL editor would be vacant. Pete Veneziano was nominated. No other nominations were offered. We plan on a voice vote at the Annual Meeting. Anyone wishing to offer new nominations may do so at the meeting.

Stan Grett had been taking care of the buddy-box transmitters. The EC decided to sell the transmitters. If anyone wants one see me about buying one. If they are not sold we will probably take them to Perry, GA.

Stan Grett had been getting the WGRC Newsletters printed and mailing them out. The membership decided we would go all electronic for the Newsletters. Everyone has a computer or has a friend who does, so everyone should be able to read them. They will be sent to all who give me their email addresses; I already have many of them. The NL is also posted on the WGRC web site at www.wiregrassrc.org.

Jim Kale announced that a man in Ohio had sent us some really cool LASER cut WGRC hat pins. I also ordered some so that all WGRC members can buy one if they want. I should have them by the Annual Dinner Meeting.

Phil had ordered a medical First Aid kit authorized by the EC. Pete Veneziano had selected the particular kit and showed the membership what was in it.

Phil also recommended getting a canopy for the WGRC to be stored in the building. The membership wanted more info and cost so Phil will check for us.

Charlie Veneziano had noticed that the roof was coming loose on the Hunt storage building and volunteered to fix it.

Thanks Charlie.

I got involved in taking notes and completely forgot to bring up the item I had planned on introducing recommending that the WGRC membership vote on all issues at meetings. Athol Foster is now completely convinced that I have Alzheimer's and maybe he is right. I will introduce the proposal at the Dinner Meeting, unless I forget again. Athol Foster reminded us that the WGRC NL and other WGRC information and photos were on the WGRC web site at www.wiregrassrc.org
Meeting was adjourned at 8:00 p.m.

PHIL'S PHOLIES

Phil had his YAK with the DL-55 suddenly quit running at the Fly-In. When he got home, Phil did some checking and found that he had some loose plastic trash inside the spark plug connector. After cleaning that out, the engine ran for a short while. Phil then changed out his gas mixture and the airplane is running OK again now. Phil is fast becoming the airplane, engine, radio diagnostic technician extraordinaire. Phil did a little horse trading with Bob Frey and found he had traded for an electric airplane with servo gear problems. Phil quickly ordered some new servos and got the bird fixed up in no time. Phil is also becoming a glider pilot extraordinaire. The new motto is **IF PHIL CAN'T FLY IT, IT CAN'T BE FLOWN**. If any of you have any problems, just give **DOCTOR PHIL** a call for a diagnosis. **CURE YOUR AIRPLANE'S ILLS WITH DOCTOR PHIL**.

UNEXPLAINED CRASHES AT THE WGRC FLY-IN

Charlie Dicey lost a very nice T-34 scale model that flew away and crashed near the road. We also had a giant scale Telemaster airplane spin in at the fly-in. Both planes had Spectrum 2.4 radios and both were completely destroyed, making diagnosing the failure cause next to impossible. I have no idea why these planes were lost. I read several model magazines and the only weak point I have heard about any of the 2.4 systems was when the heat problem that surfaced with Futuba systems. I believe Futuba has switched some components and has fixed that problem. I have not heard of any known weak points with any other systems. There are many possibilities for loss of control besides radio failure. There have been some reports of radio failure for all of the different brands, but no trends that I have heard of.

ELECTRIC POWER FOR RC

By Jim Kale

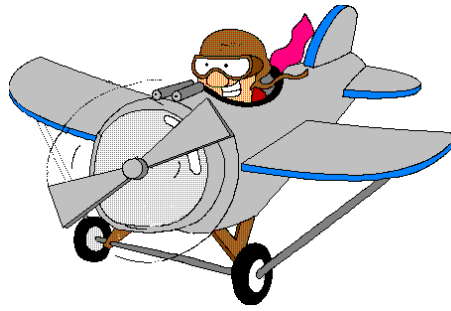
It has been roughly 30 years since electric power for RC began its popular movement. In the last 5 years (mostly due to Lithium Polymer Cells becoming available and reliable, it has become the fastest growing segment of RC. There are some great advantages to electric power, some disadvantages, and most importantly: some major changes to the way we deal with these aircraft. **SOME NEW SAFETY ISSUES ARE ALSO EXTREMELY IMPORTANT**.

We have finally arrived at a technical place where electrically powered RC aircraft are as powerful and light weight as more conventional power systems. Many of our RC Power Player Flyers (Big contest winners) are now using electric power. Also I notice that many of the national champion pilots are now flying almost-ready-to-fly (ARF) models. This has led to the possibility that almost anyone with the money can fly an identical airplane to the ones that win national contests. What a development this is!

In the article posted on the WGRC Web Site, I have examined some of the equipment and techniques that make this power source such a popular one. SAFETY is addressed several times in the article. Also discussed are: Electronic Speed Controllers (ESCs), Power Source Battery Packs, (limited to Lithium Polymer (LiPo), High Current Wire and Connectors, Electric Power Airplane Differences, Propeller Differences, Operational Differences, Flying Technique Differences, and I will update this article with information generated by questions I receive.

SAFETY: It is difficult to think of a battery pack being as dangerous as a tank of gasoline. However, you must remember either will provide about the same amount of power that is needed to fly your model. Somehow you must discipline yourself to look at a battery pack and a tank of fuel as being equally dangerous if not cared for properly. LiPo batteries, if defective or not properly handled and charged can easily cause a fire or even an explosion. If the leads from the LiPo are accidentally shorted, they can melt in about one second. That means the big # 12 wire gets red hot and can and will burn anything combustible that they come into contact with. I've heard of documented cases of modelers getting battery leads shorted across a ring on their finger and turning it red hot. Think about what that would do to your finger. If you quickly pull the ring off, much of the skin comes off with it and you burn the crap out of the hand you used to pull it off. If you don't pull it off, it continues to burn thru skin till it finally cools off. It would be a long, long time before you used the finger again and you could possibly end up having it removed. In my best Southern dialect, "Ya'll be real careful now, ya hear."

Jim Kale
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Enterprise, AL 36330



WGRC members use MORGAN's COOL POWER fuel
And buy their Modeling Supplies at HODGES HOBBIES
Andersonville, Georgia

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