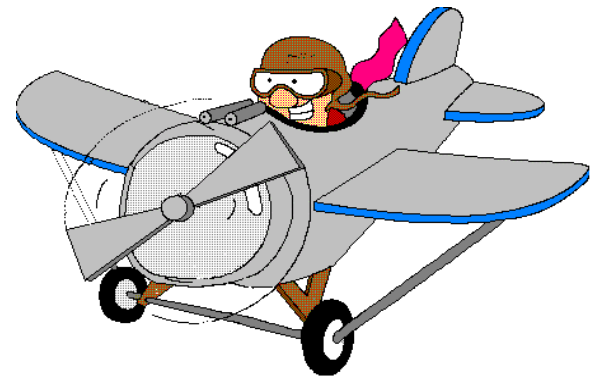


Model-Builders Workshop

Serving Model Aviation Enthusiasts in the Wiregrass
Volume 12, Issue 4 July 2010



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Please contact one of these people to conduct business with the WGRC
WGRC Flies Weekends at Hunt Air Field on Dale Co 18, South of Highway 231 S of Ozark, and Brown Stagefield on Coffee County 515 West of New Brockton.

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THE SRCF FLOAT-FLY-IN

June 5

Larry Davore hosted the SRCF Float-Fly-In at his pond, South of Dothan. Several float-planes and sea-planes (if you don't know the difference between float-planes and sea-planes you should be ashamed of yourself) were in attendance. Fortunately Larry had an electric powered boat to rescue airplanes stranded on the water. The Dynamic Duo, Coopriders and Spiegeland, made sure that boat got lots of use (see Phil's Photos, and the photos with the NL). The SRCF were very hospitable and provided breakfast biscuits and OJ.

I had a set of floats that I installed on my Hangar 9 Saratoga, and that airplane flew great with them. Al Bourland was having major engine failure problems, and also made good use of the boat.

One profile type airplane seemed to have major pitch stability problems. The best theory offered was that somehow the floats were causing the aerodynamic instability. One SRCF member couldn't quite get the knack of using the rudder control for takeoff and we saw many ground — er, water loops, fortunately no damage to the airplane was apparent.

Larry managed to skip his airplane off the grass covered dam and kill the engine prior to a gliding landing in the water. It was fortunate for Larry the engine stopped because the whole engine pod was about to fall off the top of the wing. [SEE PHOTO FILE ATTACHED TO THE EMAIL](#)

Tough Times at Hunt for Charles Veneziano

Charles has had tough times lately at Hunt. He has lost two airplanes in crashes, probably due to situational awareness and losing airplane orientation. Hang in there Charles; most of us have been there. Keep'em up there about 2 or 3 mistakes high until ready to land. Phil once told me that two useless things to pilots are the altitude above you and the runway behind you and you know....**he knows.**

www.wiregrassrc.org

COMING EVENTS

WGRC MEETING
Larry's BBQ Daleville
July 12, 2010
Dining at 6 p.m.
Meeting at 7 p.m.
Everybody Come

WGRC FALL-FLY
Sep 11, at HUNT FIELD
Registration at 7 a.m.
Flying at 8 a.m.

WGRC MEETING
Larry's BBQ Daleville
Sep 13 WGRC MEETING
Dining at 6 p.m.
Meeting at 7 p.m.
Everybody Come

WGRC ANNUAL FLY-IN
November 6, HUNT FIELD
Registration at 8 a.m.
Flying until 3 p.m.

President's Message

by *Pete Veneziano*

WGRC MEETING: The next meeting will be on July 12, 2010, at Larry's BBQ in Daleville. Most of us go to eat at 6 p.m. and the meeting will be at 7 p.m. Come out and join us to see what is happening in the WGRC. Members, guests, and RC enthusiasts are welcome.

SUMMER FUN FLY: June 19 was the event. Attendance was down, but fun was had. Great job and many thanks to Mike Coopriider and Charles Veneziano for running it.

WGRC MAY MEETING MINUTES

President Pete Veneziano called the meeting to order at 7.p.m. May 10, at Larry's BBQ in Daleville, AL. .Several members and guests were in attendance.

Minutes of the March Meeting were read and approved. Treasurer's report was read and approved.

Old Business:

Phil reported on the new Pop-UP shade canopy that he purchased for the WGRC. It will be stored in the storage shed at Hunt Filed

The revised flying guidelines were distributed and placed on the WGRC Web site.

Athol Foster reminded the members of the WGRC web site at www.wiregrassrc.org

New Business:

Al Bourland announced that Larry Davore would host a Float-Fly-In at his place on June 5. The SRCF will provide breakfast biscuits and invited everyone to arrive early to avoid the heat.

Pete mentioned that the Montgomery Club would host a Fly-In on 29 May

Mike Coopriider will be the CD for the June 19 Fun-Fly. Prizes are the standard WGRC arrangement. Registration at 7. a.m. and flying at 8 a.m.

Meeting was adjourned at 7:30 p.m. It was one of the shortest meetings on record.

JUNE 19 FUN-FLY REPORT

The weather was hot and so were Pete's landings. Pete was doing a great job of holding up Phil's tradition for damaging landing gears, but Pete had one advantage, his landing gear was tougher than Phil's and Pete kept bending it out of shape on landings and then bending it back into shape again by hand for the next event. Never once did he need to replace it. Better check on his super strong attachment methods Phil.

Stan had bad luck holding up another of Phil's traditions. While practicing prior to the start of the Fun-Fly he was stretching a glide to make the touchdown box. Unfortunately it was a hot morning, no wind, and very high density altitude. The airplane stalled a few feet in the air and came down on the nose breaking up the front of the model. Stan stayed for the competition anyway to help out the other flyers. He also bought some tickets and won a few items in the drawing. Mike Coopriider briefed Stan on the art of quick repairs and by the next week, Stan had it flying again and you could never tell it had been busted up by looking.

Poor Al Bourland! At the float fly, his engine just would not keep running and he made many forced landings which required someone to go out in the boat to retrieve the model. At the Fun-Fly, there were two events that required that the pilot stop the engine and glide in for a landing. Poor Al's engine just refused to quit when he wanted it to. Personally I'd say the airplane just got mentally confused about which flying event it was in. Al, have a serious talk with your engines.

My electric Senior Kadet proved itself worthy by winning first place. I did very well in the prize department too. This was undoubtedly enhanced by the absence of Charlie Dicey who normally cleans up in the drawing. Many thanks for giving me a flying chance, Charlie. On the spot landing event, I had all 6 landings touchdown in a rather small box. I thought I should get extra points for that, but Mike Coopriider was instead talking about docking me for so many **ENGINE RESTARTS**. Nice thing about electric power, you can stop and restart it at will. I did not win that round because Pete got closer to the mystery landing point than I did. However, never did I need to walk out and pick up an airplane with a dead engine.

Mike Hipwell did well on his first competition event in quite some time. Athol Foster came out to watching the breathtaking competition and registered and won a few prizes. Alex even showed up for a short while to egg us on. With a low pilot registration, we did get it over with quickly, even with 6 events, and avoided the worst of the heat.

PHIL'S PHOLIES

Caution: Anything you read in this column is here just for fun

Mike Coopriider seems to be working hard to keep the field conversations more about him and less about Phil. Perhaps this column should be renamed **THE COOPSTER CRASHES**. Phil has moved on to larger crashes. When a car pulled out directly in front of him recently while he was driving near his home, he had to let the shoulder harness and air bag do their thing and save him with only minor cuts and severe soreness, from what could easily have been a fatal crash. However, you guessed it, the wheels were torn off the car. He seemed a little miffed when the body shop told him it would take more than nylon bolts to put the car back into service again. He suggested 5 minute epoxy to them and thought it was interesting they had not used it before on car reconstruction. He even gave them Coopriider's phone number for other repair tips involving scrap balsa and cellophane tape. Later he learned the car was totaled. The one good thing about the whole mess is that Phil's replacement car is much more suited to carrying models. Good thinking Phil.

Phil did settle down at the SRCF FLOAT FLY at Larry Davore's pond recently. He was still a little sore from his car collision and that was probably why he was taking it easy. He brought out his float plane and in his usual fashion took off without adjusting the carb needle settings. The flight was short but Phil handled the engine failure quite well and actually managed a fairly good forced landing on the water. Then I went out in Larry's electric powered boat and retrieved it. (photos elsewhere in the NL) I was a little surprised when I fished it out of the water to find that the landing gear floats were fully in tact with no damage. I believe Phil's plane got fished out about 3 times before he had the bright idea of adjusting the carb settings. He swears that it was only one forced landing. After that the plane flew great and actually did some power-on landings. Then he let Mike Coopriider fly it and somehow Mike managed to water-taxi it directly into the pier post. Mike was quick to explain this was his first attempt at flying float-planes, and that **water-taxiing was quite confusing**. Fortunately the wood prop was only nicked and lived to fly again.

Then Larry gave a great demonstration on how to do a bounce and go on top of his grass covered dam which may have been a little rough on the keel and it killed the engine. Larry just landed it on the lake and the boat went out for retrieval. An examination showed that the engine pod had been ripped loose on top of the wing and was hanging on by means of the throttle cable. Great going Larry, that precision glance and go on the top of the dam must have been a difficult trick to learn.

The next Sat at Hunt, Phil decided to check out how many flights he could put on his big gasser without refueling. His curiosity was short lived when the engine quit in the middle of the second flight. You guessed it, the plane was not in a real good position for a landing on the runway. Phil did a spectacular job of landing in the grass at Hunt. Most of us figured the landing gear had broken off, but, surprise, surprise, it just got bent a little. Phil installed his spare gear and was flying it again Sunday at Brown field. The fact that Phil had a spare landing gear seems to indicate that he is learning to plan for his landing antics. About that time, I decided to try out my new technique for range checking my Kadet. I took off without extending my transmitter antenna. I promptly noticed motor surging and control glitches when the plane got more than 100 yards away. I loudly announced I was getting hit, and that is when I noticed the collapsed antenna. When I pulled it out, the plane flew much better. I can now announce that this new RANGE CHECK technique works very well. However I only recommend it for those who are serious gamblers, which includes Phil and Mike.

The next week at Brown, Phil managed to land his BOBCAT in the grass and bend the nose gear back some which caused the nose to set much lower. Phil liked the look better than the nose high attitude the airplane normally had and decided to fly it with the nose low setting. He taxied it out, revved it up, and went racing down the runway. It was at that time that he found out why the nose had been designed to set high. With the new nose low attitude, the tail could not develop enough authority to lift the nose and the airplane went right off the runway into the grass at **BLAZING** speed. Phil is lucky the grass area was level and all of the gears were only bent back further, giving the airplane a new **LOW RIDER** look. Phil is in for more landing gear repairs which, no doubt, is now very familiar territory to him.

I am also upholding Phil's Fix it philosophy. At brown, Phil had an aileron servo that was acting up and glitching around. I quickly determined that the potentiometer was dirty and needed to be cleaned, so I removed the servo and proceeded to take it apart. Servos are no longer made with servicing in mind. Now most of them are throw-away and get a new one items. Unfortunately this one was glued internally and I broke the motor free from the circuit board trying to take it apart. I was very nice about busting it and gave Phil back the part with the servo model number so he would know which servo to reorder from TOWER. When Phil's new servo arrived, he found it was as bad as the first one. He then did some switching and found the problem was with the receiver and not the servo, which I had destroyed, so he got to order a new receiver. For some reason now he is ticked off at me for destroying a perfectly good servo, and it was one of those high speed digital servo with ball bearings. He did not even pay me for my servo service. However, since I am such a nice guy, I will get him a new servo. See my **SERVO SERVICE AD ELSEWHERE in the NL**.

The Coopster has re-entered the column once again. This time by ripping up the landing gear on a small electric airplane. He was quick to explain that it was an unexpected SLAM DUNK WIND GUST that caused the crash. We never doubted it for a second, Mike. Has anyone ever noticed how many landing gears are damaged in the WGRC. Maybe airplanes are made with inferior landing gears these days.

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Andersonville, Georgia**

WGRC Members - - FOR SALE - - Department

[Free advertising for members wishing to sell model items](#)

Five (5) rolls of 21st Century Film Covering. This is sort of like Monokote or Ultracoat. 3 rolls of Cub yellow, 1 white, and 1 black. New in wrapper. This has been in my shop far too long and I will probably never use it. Any reasonable offer accepted. Jim Kale 393-7918

Four (4) gallons of Morgan's 15 percent fuel and 1 gallon of 4 Stroke Fuel. I am flying more electric now and less glow, so I am overstocked. Ten bucks a gallon. Jim Kale 393-7918

JIM's OBSERVATIONS

What do Pete, Athol, and I have in common? We all had an airplane with fueling arrangements involving a T fitting in the fuel line between the engine and the tank. When we refuel, we must pinch off the line between the T and the carb or much of the fuel we pump in goes thru the carb and either into the bottom of the engine (locking it up so it will not turn over) or out the carb onto the ground. While this refuel arrangement works OK when the fuel line between the T and carb is pinched off, it is not real handy. For several years now I have preferred having three lines to the fuel tank. One from the clunk to the carb, one from a second clunk to the refuel line, and one vent to the muffler for muffler pressure. By doing this, you have a separate line to pump fuel into the tank, and pump it back out again at the end of the flying day. That is why you need a separate clunk on this line. A FUEL DOT type connector on this line is very convenient. Maybe I should just convert it to electric power.

By the way putting a filter between the clunk and the carb is a real smart idea. It does not take a very large stray particle of almost anything to stop up the carb and make the engine not want to run correctly. You also would be smart to put a filter in your fuel jug line that refuels the plane. I install a filter in the line near where it connects to the airplane refuel point. That way, you minimize the possibility that you get any trash into the model tank, and even if you somehow do, you minimize the possibility that the trash will make it to the engine carb. Spend your time happily flying at the field, not trying to figure out why your engine does not run well. Almost any filter will work, I prefer the Sullivan Crap Trap Filters because you can see into them to check if they have caught any trash.

PHIL's OBSERVATIONS

Phil has been thinking about the low registration at the June Fun-Fly. He believes that we might be better by having all of our Fun-Fly events during more comfortable times of the year. Perhaps one in April or May, one in September or October, and the Annual Fly-In on the first Saturday in November. Not scheduling them in the Jun, Jul, Aug, hot weather may increase the registration rate. If you like this idea, bring it up at a WGRC Meeting.

Jim's SERVO SERVICE

Having Servo Problems??
Reasonable Rates - - - I can **FIX** them at the field
Check with Phil for a recommendation

FOR SALE

Free advertising for WGRC Members

3 Rolls of Cub Yellow 21st Century film covering (Similar to Monokote)
1 Roll Black 21st Century film covering
1 Roll White 21st Century film covering
1 Roll of blue Blue film covering, brand unknown
1 roll of day-glow yellow ultracoat film covering
Great Price, No reasonable offer refused - - Jim Kale, 334 393-7918

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