



Wings and Things

LARCC Meeting Minutes, March 16, 2006

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President Chris called the meeting to order.

Secretary's report was approved as printed in the April's newsletter.

Old Business

1. Park mower is now at the field.
2. Banquette went very well and there was a great turn-out.
3. Discussion about insulation in the garage and putting in a new amp box.
4. We received our new charter from AMA.
5. Filler dirt has been dumped at the field behind the garages.

New Business

1. Discussion as to sanction the Swap Meet in May or not. Decision not to sanction.
2. Ford will donate a new windsock. Thanks Ford!!
3. St. Judes no longer has their annual trail ride next door to the field. They asked permission to park a few trailers in the city portion of the parking lot.
4. Lyle has a "To Do" list posted in the new garage on the wipe board. Please feel free to help out!
5. Discussion as to how to allocate donations from the Fun Fly...set amount or percentage. Discussion will continue at further meetings.
6. Richard reminds us to brush up on the safety rules at the field now that flying time has finally arrived.

Upcoming Events

April. 16, 2006
LARCC Meeting 7:00

May 18, 2006
LARCC Meeting 7:00

May 21, 2006
LARCC Swap Meet



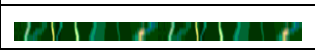




LARCC Information


The Lodi Area Radio Control Club meets on the 3rd Thursday of the month 7:00 at City Limit's Restaurant in Lodi. If you have any questions about the club activities, please contact one of the following members:

- ▶ **President:** Chris Laubmeier (608) 592-3205, Email: slaub@chorus.net
- ▶ **Vice President:** Jeff Kohl (608) 592-5238, Email: m-mlovers@core.com
- ▶ **Secretary:** Sue Laubmeier (608) 592-3205, Email: slaub@chorus.net
- ▶ **Treasurer:** Dave Schroeder (608) 592-5206

Club Dues can be sent to:
Lodi Area Radio Control Club
c/o Dave Schroeder, Treasurer
W11056 Deer Run Dr
Lodi WI 53555

- ▶ **Safety Officer:** Richard Cohoon, Email: racohoon@charter.net
- ▶ **Official Web Master:** Sue Laubmeier (608) 592-3205, Email: slaub@chorus.net
Official Web Site Address: <http://www.larcc.com>
Contact Sue at the above information if you have questions or would like to have something published to the site.

	<h2>From The Prez</h2>	
	<p>Hi Everyone!</p> <p>Spring has FINALLY sprung and it is great to get back out to the field! Just a reminder to keep safety in mind and grab a pin from the pin shack for every frequency you are using.</p> <p>As many of you already know, I'm no longer a house hubby and am now working at Hellenbrand's in Waunakee full time.</p>	<p>At least the hours are great...I'm done at 3:30 every day-just in time to hit the field!</p> <p>If weather permits, let's get in some flying before the next meeting!</p> <p>See you at the meeting!</p> <p>Chris Laubmeier</p>
	<h2>Buy-Sell-Swap</h2>	
<p style="text-align: center;">WANTED</p>	<p>.61 two stroke engine in good condition</p> <p>Contact Jeff at Airmech95@aol.com</p>	<p>80cc to 120cc twin gas airplane engine. in the \$500.ish range</p> <p>Contact Mark S. Johnson 608-617-7254</p>
	 <p style="text-align: center;">Funtana 40</p> <p>Includes Magnum 91 Engine. Only flown by little old man on really nice days ☺</p> <p>\$300 Leroy Brandt at lebrandt@charter.net</p>	 <p style="text-align: center;">US AirCore 40 \$25 Great Limbo Plane!!!</p> <p>Call Chris at 608-592-3205 or slaub@chorus.net</p>
	<h2>Humor on the Field</h2>	

	<p>from the newsletter of Mississinewa Skyhawks</p> <p>"Life is tough; it's tougher if you're stupid"</p> <p><i>Educated kids at work</i> Recently, when I went to McDonald's, I saw on the menu that you could order six, nine, or twelve Chicken McNuggets. I asked for a half dozen nuggets.</p> <p>"We don't have half dozen nuggets," said the teenager at the counter. "You don't?" I replied.</p> <p>"We only have six, nine, or twelve" was the reply.</p> <p>"So I can't order a half dozen nuggets, but I can order six?" I asked. "That's right." I shook my head and ordered six McNuggets.</p>	<p><i>Police interrogation</i> Police in Radnor, Pennsylvania, interrogated a suspect by placing a metal colander on his head and connecting it with wires to a photocopy machine. The message "He's lying" was placed in the copier, and police pressed the copy button each time they thought the suspect wasn't telling the truth. Believing the "lie detector" was working, the suspect confessed.</p> <p><i>Idiots and computers</i> My neighbor works in the operations department in the central office of a large bank. Employees in the field call him when they have problems with their computers. One night, he got a call from a woman in one of the branch banks who had this question: "I've got smoke coming from the back of my terminal. Do you guys have a fire downtown?"</p>
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Improving Poorly Controlled, Dangerous Takeoffs

by Jim Devine

Taken from TRAC News, Tampa Radio-Control Aircraft Club

How often have you seen an airplane that is taking off to the east roll off toward the pilot stations? Usually, the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check your wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Pick a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow centerline. When you have mastered taxiing at a slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off the fuel when you are about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch.

Are you wasting time and money?

By Ken Reed

from Hi-Flyer
Arvada Associated Modelers

"Why am I wasting my time and money with this hobby? This is a big joke."

A friend of mine said this to me as we drove back to his house following his first major crash at the flying field. He has never flown again! Frankly, at that time, I didn't know what to say, but since then, I have thought about why some give up when they are just getting started.

In my experience, I had a mentor who helped me get over the learning curve to the point where I began to feel confident. I finally reached a place where I felt more positive when I left for the field, believing that this would be a good experience, and I would probably bring my airplane home in good shape.

No one feels competent when learning a new skill. Our first level is when we are totally unskilled, so in our club we begin with an instructor and a buddy box.

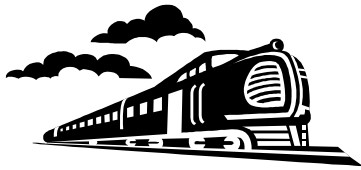
The second level is when we are flying our trainer, but we still feel awkward and we have to be very deliberate and intentional. The third level occurs when we become more competent, but we are still intentional while we try to relax and enjoy the experience.

Finally, we reach level four because we have practiced doing basic maneuvers plus taking off and landing so many times that our subconscious takes over and everything become automatic. In other words, we "have a feel for it." It's like driving a car with a stick shift. You go through all four levels until you can drive without saying to yourself, "Now I must push in the clutch and slowly let it out again while gently stepping on the gas pedal" and so forth.

My friend crashed when he was still in the awkward phase of learning a new skill, and that's why he asked, "Why am I wasting my time and money with this hobby?"

No one will say this is an easy hobby to learn, but I would encourage all you new people to hang in there and build on your strength as you move from level to level. The key is to practice, Do it over and over and over until you can go out and truly enjoy a great hobby.





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RC Airplanes, Trains

Hours 8 – 5 P.M.



Monthly Newsletter of the LARCC

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