



Wings and Things

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Upcoming Events

Aug 12, 2006
Rockford Big Bird
Wausau Fly-In

Aug 12-13, 2006
Hilbert Big Bird

Aug 17, 2006
LARCC Meeting

Aug 22, 2006
Madison Scale

Aug 26, 2006
Tomah Scale

Sept 10, 2006
LARCC Fun-Fly

LARCC Meeting Minutes, July 20, 2006

President Chris called the meeting to order.

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

Old Business

1. Discussion to keep the raffle prize of 1 LARCC membership for this year's raffle.

2. Discussion for LARCC to purchase a gas grill for the raffle.

3. \$150 from LARCC to purchase raffle prizes from Schultz Sport & Hobby for general raffle.

4. \$50 from LARCC to purchase pilot's raffle prizes from Schultz Sport & Hobby.

5. Discussion to set up a fence-line for the north/south runway for helicopters for the Sept. Fun Fly...like Fond du Lac had for their event.

New Business

1. Candy drop from Doug Y. will use candy rather than numbered ping pong balls. (Thanks Doug!)

2. Raffle tickets have been printed and handed out. If you need some, they are in the old shed in the metal box. Please hand in tickets and monies collected to Sue prior to the event or prior to the drawing on Sept. 10th.

3. Current list of general raffle prizes are listed on the larcc.com website.

LARCC Information

The Lodi Area Radio Control Club meets on the 3rd Thursday of the month 7:00 at Quarry Field. 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, (608) 635-2516, 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.

		
From The Prez		
	<p>Hi Everyone!</p> <p>It's almost time for our Big Event! We have some great prizes this year for the general raffle so selling the tickets shouldn't be too difficult.</p>	<p>Now that the horrible heat-wave has passed, fly your wings off (figuratively...not literally), it won't be long before we are freezing at the field!!</p> <p>See you at the meeting!</p> <p>Chris Laubmeier</p>
		
Buy-Sell-Swap		
WANTED	<p>.61 two stroke engine in good condition</p> <p>Contact Jeff at Airmech95@aol.com</p>	
	 <p>Funtana 40</p> <p>Includes Magnum 91 Engine. Only flown by little old man on really nice days ☺ \$300 Leroy Brandt at lebrandt@charter.net</p>	
		
Humor on the Field		



from AhaJokes.com

Blonde Goes Flying

A blonde went to a flight school insisting that she wanted to learn to fly. As all the planes were currently in use, the owner agreed to instruct her by radio on how to pilot the solo helicopter. He took her out, showed her how to start it and gave her the basics, and sent her on her way.

After she climbed 1000 feet, she radioed in. "I'm doing great! I love it! The view is so beautiful, and I'm starting to get the hang of this."

After 2000 feet, she radioed again, saying how easy it was to fly. The instructor watched her climb over 3000 feet, and was beginning to worry that she hadn't radioed in.

A few minutes later, he watched in horror as she crashed about half a mile away. He ran over and pulled her from the wreckage.

When he asked what happened, she said, "I don't know! Everything was going fine, but as I got higher, I was starting to get cold. I can barely remember anything after I turned off the big fan!"

A Skydiving Lesson

All of these pilot and aviation jokes get me to thinking about my first skydiving instructor. During class he would always take the time to answer any of our stupid first-timer questions.

One guy asked, "If our chute doesn't open, and the reserve doesn't open, how long do we have until we hit the ground?"

Our jump master looked at him and in perfect deadpan and answered, "The rest of your life."

Student Pilot: The Transmitter by Glenn Bontly

Taken from AMA Insider, from the Albuquerque Radio Control Club, Albuquerque NM

There are many modern radio systems from to choose from—simple four-channel radios (\$100-\$150) to advanced state-of-the-art computerized mega-channel systems (Big \$'s). Buyers are limited only by their budgets. Before purchasing any equipment, you should ask yourself, "Is this a hobby I just want to see if I like it, or is it a hobby I am going to remain involved in for years to come?" If you think it may be a long-term commitment, you might consider buying an entry-level six-channel computer radio system (approximately \$150-\$200).

All radio systems consist of four basic components:

Transmitter - The unit that takes the input from the pilot, through control of the gimbals or sticks, encodes it, and sends it to the receiver in the airplane
Technical note on transmitter mode: While transmitter mode is an individual choice, it's best for beginners to use the same mode that their fellow club members use.

Receiver - The unit that receives the signal from the transmitter, decodes it, and sends commands to the servos

Servos - The devices that convert the decoded signal from the receiver into mechanical forces that operate the control surfaces

Batteries - The devices that provide power to the transmitter (transmitter battery), and the receiver and servos (flight battery) There are approximately 50 radio channels assigned by the Federal Communications Commission (FCC) for use with airborne RC models (72.xxx MHz). If you are purchasing a radio by itself, make sure you tell the hobby shop personnel that you will be using the radio in an airplane. Regardless of the brand, the number of channels, or the price, all transmitters have the same basic components. Higher-end transmitters may have additional switches, slides, and displays for various other functions, but the basic components remain the same.

Antenna - The telescoping tube that transmits the signal from the transmitter to the receiver

Battery - The device that provides power to the transmitter

Battery Meter - The device used to monitor the strength of the transmitter battery

Crystal - The device that sets the radio frequency of the transmission (there will be a matching crystal in the receiver as well)

Gimbals (sticks) - The devices that allow the pilot to input desired control movements into the transmitter

Handle - The device for carrying the transmitter

Power Switch - Turns the transmitter power on and off

Trainer Switch - Used to transfer control of the "master" transmitter to a "slave" transmitter (buddy box), connected together by a trainer cord

Trim Lever - Slides used to fine tune each of the primary control surfaces

Additional radio terminology:

Trim Controls - An airplane that is not trimmed properly can be very difficult to fly, even for an experienced pilot. It is nearly impossible to perfectly set up each servo and control surface mechanically. To compensate for this, all radios come with electronic trim controls for the four basic channels. The goal is to trim the airplane for hands off straight and level flight. For example, if the airplane climbs when you release the right stick, you can give it a few clicks of down elevator trim.

Servo Reversing - It is sometimes inconvenient, if not impossible, to mount the servos so that they always provide the correct directional input to all control surfaces. For example, when you pull back on the right control stick, the elevator might go down. In this situation, you can electronically reverse the direction of the servo using your radio. Servo reversing is a standard feature on almost all radios sold today.

Dual Rates - Usually only available on the mid and high-end computer radio systems. This feature allows you to change the degree of movement of some or all of the control surfaces during flight with the flip of a switch on the transmitter. On high rates, the servos (and control surfaces) will move full travel and the plane will be very responsive. On low rates, the servos will move only a fraction (as set by the operator), and the airplane will be more tame. Most pilots use low rates for takeoff and landing, and high rates for aerobatic maneuvers.

Mixing - Usually only available on the mid-and high-end computer radio systems. This feature allows you to have the movement of one control surface automatically invoke the movement of a second control surface. For example, as left aileron is applied, the radio can be programmed to automatically apply some left rudder to make a more coordinated turn.

Model Memory - Usually only available on the mid-and high-end computer radio systems. This feature allows you to program several different airplanes (servo direction, dual rates, trim settings, mixing, etc.) and save the specific settings for each airplane in the transmitter.

Radio Signal Types - Most of today's radios are either frequency modulation (FM) or pulse coded modulation (PCM). FM sets are less expensive and by far the most common in use today. PCM is more resistant to interference, but at a significantly higher price.

Trainer System - Usually available on all modern radios, this feature allows two transmitters (a "master" and a "slave") to be connected together via an electronic cable. Using the master transmitter, the instructor can instantaneously transfer control to and from the slave transmitter (also called a buddy box) at the flip of a switch on the master transmitter.





Schultz Sport & Hobby

315 S. Thompson Road

Sun Prairie, WI 53590

(608) 837-3498

RC Airplanes, Trains

Hours 8 – 5 P.M.



Monthly Newsletter of the LARCC

c/o Sue Laubmeier
N2555 Wildenberg Dr
Lodi WI 53555

<http://www.larcc.com>

