



Wings and Things

Inside This Issue

Meeting Minutes	1
LARCC Information	1
From the Prez	2
Buy-Sell-Swap	2
Humor on the Field	2
3 Deadly Sins of RC	3

Upcoming Events

Feb. 11, 2006

LARCC Annual
Banquette. Cocktails
at 6:00, Dinner at
7:00

Feb. 16, 2006

LARCC Meeting 7:00

March 16, 2006

LARCC Meeting 7:00

LARCC Meeting Minutes, January 19, 2006

President Chris called the meeting to order.

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

Old Business

1. Special thanks again to Leroy and his famous chili for the Fun Fly!!

2. Annual banquette will be held at Rex's Innkeeper in Waunakee on Feb. 11th.

3. Park Mower: Nothing new to report.

New Business

1. New wiring is in the garage and discussion ensued to put a new breaker at the pole.

2. Wayne Riemer is the appointed board member.

3. Welcome Al Mangani to the club! He flies combat and pretty much anything that flies. (Dave, now you have another combat buddy!)

4. Dates were set for the 2 events. May 21st will be the Swap Meet and September 10th is the Fun Fly.

5. Thanks to the Screamin' Eagles for their generous contribution to the club.

6. Meeting adjourned.

7. Show and Tell pictures on front page of our website (www.larcc.com).

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.

From The Prez

Hi Everyone!

I'm happy to report that I have dusted off my Patty Wagstaff Extra 330 and with help from Mark, fixed up her backside and all she needs now is covering! It still amazes me how long a plane can remain in a club. Leroy B. built Patty way back when and crashed her twice. Sold it to Joel (reportedly crashed her twice) who sold it to Mark and yes, you guessed it, she took off twice more than she landed safely. Mark sold it to me and I'm just waiting for the second crash, as I already took care of the first one.

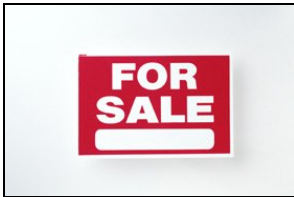
It's a great feeling working on a plane that has "been around the block" and INTO the block a bit.

See you at the Banquette and meeting!

Chris Laubmeier



Buy-Sell-Swap



Funtana 40

Includes Magnum 91 Engine. Only flown by little old man on really nice days ☺
\$300 Leroy Brandt at lebrandt@charter.net



US AirCore 40 \$25 Great Limbo Plane!!!

Call Chris at 608-592-3205 or slaub@chorus.net

Humor on the Field



Sent to me from Joel W. Source unknown.

The photographer for a national magazine was assigned to get photos of a great forest fire. Smoke at the scene was too thick to get any good shots, so he frantically called his home office to hire a plane.

"It will be waiting for you at the airport." he was assured by his editor.

As soon as he got to the small, rural airport; sure enough, a plane was warming up near the runway. He jumped in with his equipment and yelled, "Let's go! Let's go!"

The pilot swung the plane into the wind and soon they were in the air.

"Fly over the north side of the fire," said the photographer, "and make three or four low level passes."

"Why?" asked the pilot.

"Because I'm going to take pictures!" said the photographer with great exasperation and impatience.

After a long pause the pilot said, "You mean you're not the instructor?"

It doesn't make sense. You're flying 500 m.p.h., 30,000 feet up in the air, and the pilot tells you to feel free to roam around the plane. But when you're on the ground taxiing to the gate at one m.p.h., he tells you to remain seated with your seat belt fastened for your own safety.

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage.— *Mark Russell*

The Three Deadly Sins of RC Flying by Jeff Procise

Taken from the AMA Insider, From the Knox County Radio Control club, Knoxville TN

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose a airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

Improperly Located Center of Gravity

There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and one that's unmanageable in the air.

Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I don't remember precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG, be sure to check the CG with the tank empty. Finally, if your airplane has retracts that fold backward (like the F4U Corsair) check the CG with the wheels up.

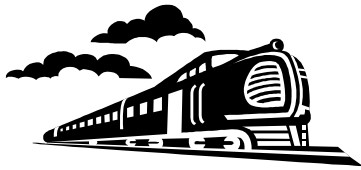
Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.





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>

