



Wings and Things

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Upcoming Events

► **Mar. 21, 2007**
LARCC Meeting 7:00
Board Members 6:30

Mar. 25, 2007
Des Moines Swap
Meet, Des Moines,
Iowa

► **April. 18, 2007**
LARCC Meeting 7:00

April. 22, 2007
Shawano
Auction/Swap/Fly-In
Shawano Community
Hall

LARCC Meeting Minutes, February 21, 2007

President Richard called the meeting to order.

Treasurer's report approved as given.

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

Old Business

1. Club application has been updated with current officers and membership options.

New Business

1. We now have a links to other R/C clubs in Wisconsin on the website.

2. Richard appointed Lyle as the appointed board member.

3. Discussion for an information board to be posted at the field containing field rules, applications, swap/sell information, etc.

4. Brian Roberts introduced himself as one of our new members. Welcome Brian! We're glad to have you!

5. Discussion about distributing member information (name, address and phone) to **only** the other LARCC members. If you do NOT wish your information to be distributed, please email Sue at slaub@chorus.net or call her at 592-3205 prior to the next meeting.

6. Kevin brought up that the Baraboo full scale air show is asking R/C Clubs if they would like to volunteer at their event on June 29, 30 and July 1st. Free T-Shirt and food will be provided. If you are interested, please contact Kevin at flyg202@aol.com

7. Wayne made a motion to renew the larcc.com website domain for 3 years for \$45. Larry seconded.

8. Show & Tell: Please see front page of website, www.larcc.com

LARCC Information

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

► **President:** Richard Cohoon, Email: racohoon@charter.net

► **Vice President:** Jeff Kohl (608) 592-5238, Email: m-mlovers@core.com

► **Secretary:** Sue Laubmeier (608) 592-3205, Email: slaub@chorus.net

► **Treasurer:** Mark Johnson, (608) 617-7254, Email: mcjohnson4@verizon.net

Club Dues can be sent to:
Lodi Area Radio Control Club
c/o Mark Johnson, Treasurer
313 Schwantz Road
Pardeeville WI 53954

► **Safety Officer:** Larry Barnes, Email: LarryB@ITIS.com

► **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

Here we are yet waiting for that good flying weather to get here. I for one hope it arrives soon. I have a couple of airplanes that I am anxious to fly. I know many of you are also looking to get out there and fly some new equipment. I guess this could be an ideal time to fly if your airplane is equipped with skis.

Having changed our meeting night to accommodate having a meeting room worked out really well for us last month. City Limits has been very helpful in providing us a place to meet. Which, by the way, they do not charge for the use of the room. I'm sure your patronage of the bar and restaurant before the meetings will be appreciated. Since we now have room for the meetings bring your show and tell items.

Keep 'em Flying

Richard



Buy-Sell-Swap

FOR SALE



Midwest Mustang .60

65 inch wingspan, 4 channel R/C airplane with R/JL .61 engine. Flies great.

\$150

Ron Acker 849-7610 ronaldacker@tds.net

FOR SALE



Saito FA-125A 4 Cycle Engine

\$300

AAC w/Muffler used for a few flights
Chris Galindo 608-494-0118

FOR SALE



Funtana 40

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

Repair 101 by Ed Olszewski

AMA Insider, *From The Eagle's Nest, St. Clair County, Michigan*

With the days getting shorter, it is the time to get started on repairing those airplanes that did not quite make it through the year intact. I know they may look like a disaster and appear unrepairable, but take a few minutes and look at it a different way. The craft is not half destroyed, it is half built.

I would bet there is probably a good set of tail feathers. And while part of the wing may be smashed, at least half of the wing is still in good condition. If you were building that airplane, you would consider it half complete, wouldn't you? It is often surprising what you thought was an unrepairable craft, will take less time to repair than assembling a new ARF.

There are a few basic repair principals to remember. First and foremost, it is never as bad as you first thought or it looks. Second, aside from the pilot, everything else is structural, or it would not be there, even the covering adds to the structure. Third, take your time and do a good light repair; a pound of glue has no structure, it just adds weight. Now get started.

Assess all the damage. Remove enough covering to fully see, and be able to work on the damage. This is no time to be shy. Often a fracture is hiding under the covering just beyond your sight. Remember, it does not take any more effort to apply a large patch of covering than a small. Also, since the covering is a structural element of the craft, a larger piece of covering will probably be more sound anyway, and it will always look better than a small patch.

Get to the bottom of the damage. You may have to remove some planking or ribs to reach a broken area. But remember, all the elements of the craft are in someway structural, that is why it is important to repair every damaged part.

Don't try to kid yourself; new glue will not stick to old glue, grease, oil, or oil-soaked balsa or ply. Remove all oil soaked wood at the beginning, new wood is cheap and well worth avoiding the aggravation of a poor glue joint. Scrape off all the old glue while you are in the disassembly stage of the project. A little effort here will make the rest of the job go more smoothly.

Sticks of wood do not bond well end to end; wood needs a lot of gluing surface. Butt joints will always fail, and always in the air. Always "sister" joints or use a "lap" joint. Use glue sparingly with clamps until the glue dries. Zip ties make very good clamps for holding joints together while drying, you can even leave them on permanently, if space allows.

Think of planking the same way as a spar, and avoid butt joints. Cut the patch of planking material with a "zig-zag" at the end of the patch. Then use the patch for the pattern to cut the repair hole through the planking. If there is no room to zig-zag the end of the patch, add a sister under the end of the hole to glue the bottom of the patch to.

Do not try to simply fill in cracks with glue. Take the time to make tight fitting joints. We are trying to make a sound repair on an aircraft, not calk a submarine. Filling a crack with glue will not hold near as well as a good tight glue joint. The results will be heavy and eventually fail.

Repairing an airplane can be very rewarding. Often it helps ease the "flying jitters" after you find how easy it is to repair all but the worst crash. Now pull that jigsaw puzzle of an airplane out of the two garbage bags you have been storing it in, and get to work!





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Monthly Newsletter of the LARCC

c/o Sue Laubmeier

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<http://www.larcc.com>

