

APRIL 2005



THE TRANSMITTER

MONTHLY PUBLICATION OF THE

DAVENPORT RADIO CONTROL SOCIETY

AMA CHARTER 1458

Presidents Report

Flying time is here again

Chuck Balser is our new Field Relations person, congratulations and I would like to thank Bill Frank for his time in this position. The three people in this office are Don Brick, Teresa McChane and Chuck Balser.

Lawn mowing is on its way here we are in need of people to help do this job. If you would fit a time or two in your schedule, we need your participation.

The field is still under the "park in the road" request. Phil got with Floyd Layton and made arrangements for gravel to be put in at the entrance to the field. Chuck Balser talked to Norm and he is going to supply some sod to repair spots on the field. This will require personnel when we do this, and we will ask when the time comes. When the sod is installed it will be some time before it takes, so please be careful of it and let visitors know. We have a great place to do our thing, let us keep it that way.

As a new or old club member we have the right to challenge any and all who do not follow the rules we have set up. You have to go by them and so should others.

My preaching is done, good, so take what you wish of the above and enjoy a fun hobby.

Finally, Frank Lang will be setting up a fun-fly, please help him.

May your planes return in one piece
Lar

From The Editor
by Phil Vernon

This month's program will be our annual beginners night segment. I know much of this is repetitive for most of you old timers but we have a fairly constant influx of new folks who can benefit from these programs. If you know someone who might be interested, please invite them over. By the way, I finally got around to adding a map to the Deer-Wiman house on the club web site, so you can refer folks there who don't know where they're going.

Also, this month's meeting will be the last one at the Deere-Wiman house unless the weather refuses to cooperate. So next month and throughout the summer, we will be meeting at the Seven Cities field. Hopefully you have your planes whipped into shape for the flying season.

I've been doing some repairs on the frequency board and pins and these should be back up at the Seven Cities field shortly, until then please check frequencies carefully. We've already had one frequency "oops" this season. While the plane was severely damaged, it has since been completely repaired. This could have obviously been dangerous and has the potential to be very costly. So, please try to be careful until the frequency pins are back in place. You are responsible for any damage you cause by transmitting on an occupied channel. Once the pins are back at the field, USE THEM. Who ever has a particular pin is the only one authorized to transmit on that channel and anyone else operating on an occupied channel without the appropriate pin is then responsible for any damage caused.

Speaking of oops', we've also already had an injury serious enough to require stitches this season. Please, be careful of spinning props. They are difficult to see and very unforgiving. This is a good reason for why you should also never fly alone. It's considerably more difficult to gather up your belongings and drive to the hospital while you are bleeding profusely!

I just got word before going to press that the work detail at Kroeger Field to repair the shed has been completed! John Nelson, Chuck Balser, Dick Edens, and Mike Smith got ambitious and completed this task. Thanks guys!

MINUTES OF THE 14 MARCH 2005 MEETING

The meeting was called to order at 7:29 in the Deere-Wiman Carriage House by President Larry Patrick.

There were 32 members and 4 guests present.

The Treasurer reported an operating balance of \$6,551.89.

The Minutes were read and approved.

OLD BUSINESS:

Fuel Buy Phil Vernon passed around the sign up sheet for the annual fuel buy.

Pylon Racing Phil Vernon reports that the pylon season is in the planning stages. If there is enough interest shown at the orientation in April, there will be a 2-4 race season. One suggestion is to not have an entry fee or keep scores from race to race. We'll need 12 or more pilots to make it worthwhile to hold the events.

Beginner's Night Subjects to be covered are: Engines, Pre-flight, Radio Install, Covering, and Field Procedures.

Fun Fly Chuck Balsler motioned to name the fun fly *The Bud Miller Memorial Fun Fly*, and to use proceeds from the sale of Bud's equipment to finance the prizes. The motion passed.

High Flight Education Fund The program is still waiting funding from the Moline Foundation. Dave Snell proposed that some of Bud's money be used to support the program if it comes to pass.

Mall Show The annual show went well. There were a lot of neat planes present. The boating and helicopter groups were there, also. Chuck Balsler thinks that this will be the area we will use from now on. The raffle kit brought in \$148, but expenses left us a net loss of \$119.88.

Swap Meet Chuck Balsler has a glider that was left behind after the sale ended. The hanger will not be as available in the future, as there will be 4 units operating there. Mike Smith will see the schedule in a few weeks and know whether we'll need to move.

NEW BUSINESS:

Moline Field Rick Haney reports that the Sky Raiders will have a new field this summer. The last day of the current field will be the day of the August Fly-In. The new field will be further down the same road. The runway has good approaches, a lot of trees have already been cut down. The city has been great.

Moline Float Fly Rick Haney invited us to come out for the float fly.

Seven Cities Sod Farm Floyd Layton can get us a load of gravel to fill the low spots in the driveway. Remember, as long as the ground is soft, and the rope is up, don't drive on the grass. Norm Fry will get us some sod to patch the bare spots. Floyd may be able to get us a roller to smooth the runway.

Field Relations Committee Bill Franck has allowed his membership to lapse. Chuck Balsler was elected to his position on the Committee by acclamation.

PROGRAM:

Phil Vernon talked on the history of the Douglas DC-3/C-47 transport aircraft.

Adjourned at 8:50

SHOW AND TELL:

Jerry Raisbeck showed a Hanger 9 Edge 540 powered by a Saito 1.80, still in construction.

Steve Thompson showed a Yak-54 ARF. Finished weight is less than 9 pounds. Power comes from a YS 1.10. The 68 inch wing is joined by a carbon fiber tube.

Ray LaFrentz brought in a diversion, a flying lawnmower. The traditional Briggs and Stratton has been replaced by a Saito .80 4-stroke. Controls are elevons with no rudder. He's also bought a witch kit for Halloween.

Phil Vernon had a Top Flite DC-3/C-47 he used for his program. He got the plane from Bud Miller. He's refinished it in an Army Air Corps scheme. The C-47 is 55 1/2 inches long, 88 1/2 inches in span, and weighs 10-11 pounds. It's powered by 2 Magnum .40 engines and a set of Robart retracts hide the wheels in flight.

MINUTES OF THE 28 MARCH 2005 BOARD MEETING

The meeting was called to order at the Davenport Village Inn by President Larry Patrick.

BUSINESS:

Seven Cities Sod Farm - Chuck Holst will do the Spring maintenance on the mower at Seven Cities. The mowing schedule needs to be worked out. Floyd Layton will get us a load of gravel for the Seven Cities driveway. Sometime after the 15th, Norm Fry will supply sod to patch the bare spots. The portable toilet will be ordered soon. Phil Vernon is repairing the frequency board, it should be ready soon.

Kroeger Memorial Field The shed at Scott County Park needs repair. The doors are sagging and the roof needs work.

High Flight The group is still active. Still pursuing funding. They are also looking for a second teen to send to Oshkosh this year.

New Planes/Pilots There was some discussion of how to check out new pilots and new airplanes to help avoid accidents.

The meeting adjourned at 8:40 PM.

Pylon Racing 2005

By Phil Vernon

Remember, the last Sunday in April will be the racing orientation. The racing season will be planned based on attendance at the orientation. If you would like to see the local racing continue this year, please attend the orientation day on April 24th. The event will start at 10:30 a.m., the same as the races. It takes several participants to make this work so you will need to dedicate a few days to racing throughout the summer, if you want to participate. Races are always held on Sundays and as I said, racing normally begins at 10:30 and time trials are at 9:30. By the way, that means you need to be there with your plane assembled, fueled and ready to fly at 10:30, not just rolling up to the field at 10:30!

Also based on attendance at the orientation, we will be choosing the location for the races. In past years we have alternated between flying sites of all the participants. This may not be possible this year since the Kewanee field is in the process of being moved this year. We will likely also cut the total number of races on the schedule to put less of a burden on the participants. We are considering having 2 to 4 races rather than 6. I haven't yet set a complete schedule but I'd like to hear from folks who would be interested in racing if the season was reduced as described. We need at least 12 people to make it viable. If you'd be interested in trying this please contact me to indicate your interest.

Remember this is handicap racing and you need not have a fast plane to be competitive. Come out and try something besides boring the same holes in the sky.

You Might Be An RC Modeler If...

By Bill Atkins

- You have ever glued both hands together with CA and had to use an exacto knife in your teeth to cut them apart.
 - You have taken your plane off and panic on the third lap, realizing that you haven't extended the transmitter antenna.
 - You have built two right wings for a single wing plane.
 - You get to the field and realize your transmitter is still on charge at home.
 - You have switched your retracts up while you taxi your plane out to take off.
 - You lean over your just-finished new plane to brush off a bug and drop a screwdriver out of your shirt pocket that rips through the wing monocote.
 - You are making an inverted low pass and then pull "UP" on the elevator.
 - You have taken your plane off with the igniter still clipped to the engine's glow plug.You ever had to jump over your plane as you were landing it.
 - You have more than one scar on your "cranking" hand.
-

The Fuel is In

by Phil Vernon

The fuel has arrived! Most everyone should have received either an email notification or a phone call by now to notify them that their fuel order is in. If you ordered fuel, please contact me at your earliest convenience to arrange to pick it up. I'm normally home from work daily at about 2:45 p.m. A prudent person would call before coming to make sure I'm going to be there. Here's the phone number, (563) 386-8205. My address is 237 W. 46th Street in Davenport. To get there, take either Brady or Welcome Way to 46th Street and turn west on 46th. Follow 46th to the corner of 46th and Harrison. My house is right on the corner. Turn south onto Harrison and my driveway is the first one on the left, come to the back door.

Payment is, of course, required when you pick up your fuel. Payment by check is preferred, made payable to the Davenport Radio Control Society. Cash is also acceptable but please bring correct change. Fuel has been moving out pretty steadily but if you haven't yet made arrangements to get yours, please do so immediately. I appreciate your cooperation.

**DAVENPORT R/C SOCIETY
OFFICERS**

President: Larry Patrick (563) 391-1988
Vice Pres: Kent Rockow (563) 388-2011
Secretary: Harley McClure (563) 359-4167
Treasurer: Mike Smith (563) 386-5424

BOARD OF DIRECTORS

Phil Vernon **Dave Snell**
Jim Merritt **Bob Miller**

NEWSLETTER EDITOR
Phil Vernon

Webmaster
James Glaser
Phil Vernon

Next meeting
Monday- April 11th
7:30 p.m.

Deere Wiman Carriage House
817-11th Avenue
Moline, IL

Beginners Night Programs

Visit us on the web
www.davenportrc.org

Davenport R/C Society
Phil Vernon
237 W. 46th Street
Davenport, IA 52806

To: