

SIGNAL SEEKERS RC CLUB MEETING

Meeting Date: October 24, 2005

Meeting was called to order by President Bob McDonald and the roll call was taken.

REPORTS:

- The Minutes were approved as written and the Treasurer's Report was approved as read.
- The field is in good condition except for some moles in one corner

NEW BUSINESS:

- After a brief discussion was held as to how much to spend on the Christmas Merit Raffle, it was moved, seconded and passed that we would spend \$500. Jim Esper will do the buying. Also, contributions will gladly be accepted, if any of you have a kit laying around gathering dust, and you know you will never build it, why not donate it to the raffle. The same goes for all the other accessories that have been collected and never used.
- Dues may have to be increased next year, this will be decided at the Board of Trustee's meeting in January. Therefore any of you who pay your dues at the Christmas meeting can expect an assessment if the dues do go up.
- Election of Officers will be held at the Christmas meeting. The nominees are listed below, additional nominations may be made at the November meeting.
 - President:- Bob McDonald.
 - Vice President:- Bob Kane.
 - Treasurer:- Barney Polzin.
 - Secretary:- Paul Blanchard.
 - Safety Officer:-Charles Lee.
 - Trustees:- Bob Dunlap, Bob Dunkin, George Cooley, Randy Ryan and Doug Beaver.

SHOW AND TELL:

- Bob Kane gave a short Tech Talk on how he spray paints his planes using a very toxic automotive paint. He also explained how he masks so that there is no build up of paint where different colors meet. When asked why he used such toxic paint, he explained that it is the only paint that will withstand the nitromethane fuel that we use in our engines.

We reported last month that George Balos had passed away, we are glad to report that George is alive and well. However, it is with sadness that we have to report that Nick Baracos, another long time member, did pass away sometime prior to the September meeting.

SUBJECT: SIGNAL SEEKERS R/C CLUB DUES FOR 2005.

SS05DUES

1. THE FOLLOWING RECEIVE FREE DUES FOR SELLING 100 OR MORE CHRISTMAS RAFFLE TICKETS: DOUG BEAVER, ROBERT BROOKS, GEORGE COOLEY, DARREN COVINGTON, JAY DUNKIN, JAMES ESPER, MATT GLADD, JOSEPH KOWALSKI, TIMOTHY TOWNLEY, TOM VASILOFSKI, DARREL WARREN. NOTE: CLUB OFFICERS, NEWSLETTER EDITOR (JERRY WINO), NEWSLETTER PRINTER (MIKE FERGUSON), CHANNEL IDENTIFICATION PIN NUMBERS (DAN ROSS), AND FIELD GRASS CUTTING (DARREN COVINGTON) ARE NOT REQUIRED TO PAY DUES.

2. HONORY MEMBERS: TO BE DETERMINED.

3. THE FOLLOWING INDIVIDUALS HAVE PAID THEIR 2005 DUES:

<u>NAME</u>	<u>DATE PD.</u>	<u>NAME</u>	<u>DATE PD.</u>	<u>NAME</u>	<u>DATE PD.</u>
RAYMOND ZELLNER	12/16/04	RICHARD SAWICKI	12/16/04	FLOYD GREGORY	12/16/04
ROBERT PENCE	12/16/04	NICK BARACOS	12/16/04	STUWART WECKERLY	12/16/04
MIKE FERGUSON (JR)	12/16/04	WALTER KOPACZ	12/27/04	AL JUNKO	01/24/05
LARRY COULSON	01/24/05	CHARLES LEE	01/24/05	ROBERT DUNLAP	01/24/05
KEN JOHNSON	01/24/05	JAMES CUMMINS	01/24/05	TOM MELITA	01/24/05
EUGENE HILDEBRANDT	01/24/05	ROBERT LAKASIK	02/28/05	DANIEL McLALIN	02/28/05
QUINTEN RAY	02/28/05	ART ADAMISIN (BIG ART)	02/28/05	LARRY LETKE JR.	02/28/05
LARRY LETKE SR.	02/28/05	RICHARD THAXTON	02/28/05	DENNIS SUMNER	03/03/05
PERRY TUTSOCK	03/07/05	ROB BUSSINGER	03/18/05	GEORGE BALOS	03/28/05
RANDY RYAN	03/28/05	RICHARD MALIK	03/28/05	RAYMOND BLAKE	03/28/05
JOHN HARTMAN	03/28/05	PAUL BEDDARD	03/28/05	EDWARD LAICH	03/28/05
ROLAND ROBERTS	03/28/05	MARK KNOTE	03/28/05	BILL ROGERS	04/10/05
CRAIG MARKYVECH	04/11/05	ROBERT SCOTT	04/14/05	LYNN SCOTT (S)	04/14/05
GABOR TOLNAI (TONY)	04/21/05	STANLEY OLESZKOWICZ	04/25/05	CHARLES SCHWARTZ	04/28/05
CLAYTON HERST	04/25/05	MICHAEL PTAK	04/28/05	STEVEN CECALE	04/28/05
WILLIAM PASCHEN	04/28/05	CURTISS NIXON	04/28/05	ZACHARY NIXON (J)	04/25/05
RAYMOND MARLO	04/28/05	MIKE REININK	04/28/05	TOM POLK	05/23/05
SCOTT PASCHEN	05/23/05	SCOTT GODFREY	05/23/05	KEITH McCRARY	05/27/05
DARYL BRIM	04/25/05	JOHN STEVENS	06/23/05	JOHN STEVENS JR. (J)	06/23/05
MATHEW DELEVA	06/23/05	DONALD BORKIN	06/23/05	CLAYTON HERRST	06/23/05
JOHN SINGLER	05/94/05	GLENN NAFIN	06/28/05	ED WHITE	07/07/05
PETE COLLISON	07/10/05	JOSEPH LIJOI	07/25/05	RANDY JAROIS	07/25/05
EDGER J. JOHNSON	08/22/05	JOHN BRZYS	08/22/05		

NOTE: ANY ERRORS OR OMISSIONS, PLEASE INFORM ME. INDIVIDUALS WHO PAY BY MAIL, MUST PROVIDE PROOF OF "05" AMA MEMBERSHIP AND A SELF ADDRESSED/STAMPED ENVELOPE. BARNEY POLZIN (734) 728 3029 11/13/05

NOTICE: AT THE NOVEMBER MEETING, I WILL BE BRINGING THE FUEL THAT RAY HAUSCH DONATED TO THE CLUB TO AUCTION OFF TO RAISE SOME MONEY FOR THE CLUB. THE FUEL IS NITROTANE. THERE IS SOME 10 AND 15 PERCENT. THE 10 % IS IN THE ORIGINAL METAL GALLON CONTAINERS. THE 15% WAS IN PLASTIC JUGS, BUT I Poured THEM INTO SOME EMPTY POWERMASTER CANS TO ELIMINATE LIGHT THAT IS THE MAJOR FACTOR IN BRAKING DOWN GLO-FUEL AND IS SAFER TO STORE. ALSO, THERE ARE TWO GALLONS OF 10% RED-POP WITH 50% CASTOR. THESE I ALSO Poured INTO POWERMASTER CANS. HOPE WE CAN GET SOME EXTRA MONEY TO HELP PAY FOR OUR CHRISTMAS MERIT RAFFLE. OUR THANKS GO OUT TO RAY FOR HIS GENEROSITY. BARNEY.....

Tips and Hints: A collection of ideas for modelers

This column is a collection of things I learned while looking up other things. Sometimes I run across hints, tips, or articles that aren't big enough for a whole column but are interesting enough to pass along, so here they are.

- Voltage is a critical factor in determining propeller speed in an electric model. I tried to fly my A-10 using a two-cell Li-Poly pack (7.4 volt 1200 mA). It promptly floundered into the ground.

I switched to a six-cell Ni-Cd pack (8.4V 600mA) and found that I had a good performing aircraft. The same was true for my Tiger 400. Just switching from a two-cell (7.4 volt) to a three-cell (11.1 volt) Li-Poly made all the difference in the world. Simply put, it is battery voltage that determines the propeller speed and therefore causes aircraft speed. It is battery capacity (mA) that determines the flight time.

- The next time you out grocery shopping check out the stationary section of the store. Look in the section where the rulers and protractors are. Pick up a set of small triangles.

They usually come in a set with a 45° and 60° angle. They work great for squaring up the fins and rudders against the stabilizers and elevators (or any other spot where you need to have a 90° angle). You may find that they will work a little better if you cut off about a 1/2-inch of the 90° corner of each triangle. I also like to use them to position the control horns in relation to the servo arm.

For constant cord wings, set the base of the triangle along the control surface. Slide it along until it aligns with the servo arm and mark the spot on the control. The same is true for the rudder and elevator.

- Here's one for you builders out there-if there are any left. When I have wing-mounted servos, I make some paper tubes to use as guides for the servo wires. Just roll up some stiff paper (typing or printer paper will do) into a tube slightly larger than the servo connector. You want to make sure the connector will pass through the tube easily.

Tape or glue the tube so that it doesn't unwind. Then simply glue the tube to the wing ribs so that you have a conduit between the servomounting hole and the points in the wing. Being paper it's easy to cut the excess tube.

Now even with the wing covered you should easily be able to thread the servo leads through the wing to the exit points.

- You want to put a little thought into when you mount your on/off switch. This is especially true for hand-launched models such as Combat airplanes. You want to place the switch in a location that won't be accidentally hit during the launch.

For Combat models, probably the best spot would be on the top of the fuselage just aft of the wing. There have been a few instances where the switch was accidentally turned off during the launch. This caused the model to go out of control and crash at full throttle.

If you use a push/pull switch, try this little bit of advice. Set it up so that pull is on and push is off. That way, if anything hits the tab during transport it will not turn the model on and discharge the batteries.

When flying I use a small piece of fuel tubing to hold the switch in the on position. Simply cut a small piece of fuel tubing about the length of the push/pull rod in the on position. Then cut the tubing lengthwise, and you can slip it over the rod.

When ready to power up your airplane, pull the rod out and slip the piece of tubing over the rod between the fuselage and the tip. This will prevent the rod from accidentally being pushed in during handling. This little lesson cost me my Ultra-Stick last summer when the model powered itself off in flight. Believe me there is nothing scarier than flying a model you can't control.



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