

February 2005

THE



SIGNAL SQUEAKER

AMA Chartered Club #371

A. M. R. C. C. Member

THE OFFICIAL MONTHLY NEWSLETTER OF THE SIGNAL SEEKERS R/C CLUB

PRESIDENT	<i>Bob McDonald 734-421-4330, 28746 Westfield, Livonia MI 48150</i>
VICE PRES.	<i>Bob Kane 734-281-8514 902 River Ct., Wyandotte, MI 48192</i>
SECRETARY	<i>Paul Blanchard 313-563-5143, 22223 Military, Dearborn MI 48124</i>
TREASURER	<i>Barney Polzin 734-728-3029, 609 Worchester, Westland MI 48185</i>
NEWSLETTER	<i>Jerry Wino P.O. Box 614, Garden City MI 48135</i>
TRUSTEES	<i>Bob Dunlap, Randy Ryan, Jay Duncan, George Cooley (alt) Field Safety Officer-Charles Lee</i>
MEETINGS	<i>Fourth Monday of every month at Garden City Log Cabin at 7:30 PM</i>

Next meeting: Monday, February 27, 7:30 PM at Maplewood Center

Here it is, another February come and drawing to a close. As I write this, we're in the middle of a very cold snap. Well, March is around the corner and the warm weather which follows. Now is a good time to do all our final cleaning, adjustments and repairs to our flying works of art. Before we know it, we'll be wearing shorts and tee shirts and wiping fuel off of our hands.

Be sure to read about the upcoming events for our club inside in the minutes for this issue. Also, be sure to attend the February meeting in order to vote on the club dues change proposal which was presented at the last meeting.

It looks like all of our future meetings are to be held at Maplewood Center from now on. Happy flying and be safe!

-ED

SIGNAL SEEKERS RC CLUB MEETING

Meeting Date: January 23, 2006

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

REPORTS:

- The Minutes were approved as written and the Treasures's Report was approved as read.
- The field was reported as being muddy due to all the warm weather we have had so far this month.

NEW BUSINESS:

- The budget for the coming year was presented and approved.
- A proposal to increase the yearly dues from the current \$60 to \$70 was presented. All club members are to be made aware of this proposal before it can be voted on, the vote will take place at the February meeting.
- Bob Dunlap has agreed to run the Christmas Raffle again this coming year.
- The following events are tentatively scheduled for the coming year:
 - Pattern Contest on June 23rd and 24th.
 - The Family Picnic on August 6th
 - The Control Line Contest on the weekend of either August 12th or the 19th
 - Possibly a Control Line Combat Contest if enough interest is shown.

MONTHLY RAFFLE:

- .Extended Range Voltmeter:- Jay Dunkin.
- Ultracoat:- John Brzys.
- Epoxy Kit:- Barney Polzin.
- Crystal Case:- Bob Dunlap.
- Kneepad:- John Brzys.
- Fuel Tank:- John Brzys.
- Gallon of Fuel:- Floyd Gregory and Doug Beavers.
- Triangle Set:- Jay Dunkin.

NOTE

The following people are known to have donated prizes for the Christmas Merit Raffle, Bob McDonald, Paul Blanchard, Bob Kane, Barney Polzin, Jim Esper, Clayton Herrst and the Charlie Baker estate. If you donated and your name does not appear in the above list, please let either Bob McDonald or Paul Blanchard know about it and the number of prizes you donated. Points will be awarded for each donation for this coming year's Merit Raffle.

SUBJECT: SIGNAL SEEKERS R/C CLUB DUES:

SS06DUES 5

1. THE FOLLOWING RECEIVE FREE DUES DUE TO SELLING 100 OR MORE RAFFLE TICKETS: TIM TOWNLEY, DARREN COVINGTON, KENNETH JOHNSON, KEITH McCRARY, BOB McDONALD, DOUGLASS BEAVER, ROBERT BROOKS, GEORGE COOLEY, LARRY COULSON, ROBERT DUNKIN, JIM ESPER, MATTHEW GLADD, FLOYD GREGORY, MARK KNOTE, CHARLES LEE, TOM MELITA, TOM VASILOFSKI, DARYL WARREN: NOTE: CLUB OFFICERS, NEWSLETTER EDITOR (JERRY WINO), NEWSLETTER PRINTER AND DISTRIBUTION (MIKE FERGUSON), CHANNEL PIN NUMBERS (DAN ROSS) AND FIELD GRASS CUTTING (DARREN COVINGTON) ARE NOT REQUIRED TO PAY DUES.

2. HONORY MEMBER: TO BE DETERMINED.

3. THE FOLLOWING INDIVIDUALS HAVE PAID THEIR 2006 CLUB DUES:

NAME	DATE PD	NAME	DATE PD	NAME	DATE PD
RICHARD SAWICKI	12/22/05	PAUL BEDARD	12/22/05	CHUCK WOOLEY	01/23/05
DENNIS SUMNER	01/23/06	JOSEPH KOWALSKI	01/23/05	QUINTEN RAY	10/23/06

NOTE ANY ERRORS OR OMMISIONS PLEASE INFORM ME. INDIVIDUALS WHO PAY BY MAIL, MUST PROVIDE PROOF OF "06" AMA MEMBERSHIP AND A SELF ADDRESSED/STAMPED ENVELOPE. BARNEY POLZIN (734) 728-3029 02/06/06

SPECIAL NOTICE: At the January Board Of Directors Meeting, the Board Members recommended that the 2006 Club Dues be increased from \$60.00 to \$70.00. In order for this to be adopted, Section SR-2 of the Standing Rules in our Club By-Laws (Amended 3/22/99) has to be amended. For this to become official, the Club Membership has to be notified in writing three days in advance of the Proposed Amendment that will be voted on at a regular schedule Club Meeting for Club Approval. Amendments to the Standing Rules. (Section 4), "Amendments to the Standing Rules shall require a two-thirds vote of the Active Members present. Note: Standing Rules will be in affect for the entire Fiscal Year except for emergency situations which require Approval by the Board of Directors prior to submission to the Club for approval".

SUBJECT: Club Member who sold tickets for our annual Raffle are as follows: Timothy Townley-200, Darren Covington-150, Kenneth Johnson-120, Keith McCrary-114, Robert McDonald-105, Douglass Beaver-100, Robert Brooks-100, George Coolley-100, Larry Coulson-100, Robert Dunkin-100, James Esper-100, Matthew Gladd-100, Floyd Gregory-100, Mark Knote-100, Charles Lee-100, Tom Melita-100, Tom Vasilofski-100, Daryl Warren-100, Robert Dunlap-70, Barney Polzin-40, Dan McLain-30, Charles Schwartz-25, Art Adimisin-20, Paul Blanchard-20, John Brzys-20, Scott Godfrey-20, Clayton Herrst-20, Randy Jerois-20, Robert Kane-20, Edward Laich-20, Robert Lukasik-20, Richard Malik-20, Anthony Menetta-20, Craig Markyvech-20, RaymondMario-20, Scott Paschen-20, William Paschen-20, Robert Pence-20, Quiten Ray-20, Michael Reinink-20, Rolland Roberts-20, Randy Ryan-20, Richard Sawicki-20, Lyn Scott-20, Dennis Sumner-20, Raymond Zeliner-20, Mike Ferguson-18, Raymond Blake-10, Eugene Hildebrandt-10, Joseph Kowalski-10 John Hartman-5, Stu Weckerly-5. Thanks to all above who made this Raffle a success. Robert Dunlap (BAP) dueraf

from the Roxbury Area Model Airplane Club, Roxbury NJ

Do You Remember: The Benefits of a Logbook

by David Nuetzel, RCAM president

I started a log, which started the whole world crying! A joke, right? No, not a joke. I hope the Bee Gees don't mind me misusing a line from one of their songs, but my memory of the past is in constant flux if I don't write it down. The memory of crashing an airplane could very well become a "halfway decent save" a couple of years down the road. History has a way of always changing. There is no stopping that.

As long as people are willing to study it, it will keep changing. Some day that long sought after, critical piece of evidence will surface that proves either the Australians or Lieutenant Brown shot down the Red Baron. Until then, you can take your pick. With each different viewpoint taken, George Washington's historic image can go from semi-god to great leader, but would his image have been diminished if his personal letters to Martha were not destroyed?

The term historiography is not in my 20-year-old dictionary, so my unofficial definition of the word is that it is the study of historical viewpoints that make up history. History is therefore made of viewpoints that are voiced and heard or read by the historian.

Who is to say that there wasn't an irritated farmer near the western front taking pot shots at the red triplane and exclaimed, "I got him." His story will never muddy the history of the death of the Red Baron because he only told the story to his wife, and she didn't believe him anyway.

Accurate history is very hard to come by. The most accurate history is recorded immediately after the event and includes as many view points as possible (or at least the viewpoint that has the greatest following). Then we record the history of that event to give praise to the good and study the bad or to learn from our mistakes.

We all make mistakes and would probably rather forget them. The downside is that we will most likely repeat those mistakes if we don't deal with them.

The most costly mistakes are those we deal with the quickly. A series of little mistakes that lead to a bigger mistake is much harder to correct or learn from because the first couple of mistakes become insignificant in our memory and forgotten. We find ourselves thinking, "If only I had recorded these events with their minor problems, I could figure this out."

Logbooks or journals are not for everyone. It would be another obstructive task during the flying day (like cleaning the airplane). Then there is the problem of forgetting to write in your logbook/journal. Here's a tip to help you keep from forgetting: If you rubber band your wing on, put one of the cleaner bands on your wrist when you disassemble the airplane at the end of the day. Don't take the band off until you have written in your logbook.

You can record what you like, but I like to record an overall view of the day including what field I flew, weather conditions, and what airplanes I flew—a couple of sentences about each flight and how long they lasted. The more accurate the information, the more it can help you later on. Knowing how humidity levels effect the mixture setting on your engine from past experience, can allow you to set your mixture properly before you take off.

They can also give you an accurate record of usage. You'll know if an engine has had 1,000 flights or if a flight pack has been fast or field charged more than 100 times. You could keep a record of how your batteries have performed on the cycler in the back of your log book instead of sticking post-it notes all over your workbench.

Information such as this can add a level of safety to your flying. It's also a fun way to look back. Going back in your log and finding a picture that your flying buddy gave you brings a smile to your face instead of wrinkles on your forehead from trying to remember.

Now this is time well spent, and it's not just another task at the end of the flying day. I started my logbook this year, and have recorded the first flight of my Fokker D.VII. Now, I won't have to remember how my inexperience and lethargic left thumb let that airplane wiggle down the runway before it took to the air on its first flight because I wrote it in my logbook.

!!!!POWERMASTER BULK FUEL BUY!!!!!!!

It's time to start planning for the 2006 flying season. I'm again organizing a bulk fuel purchase of PowerMaster Fuel to be delivered at the Toledo show. ***PowerMaster WILL NOT HAVE A BOOTH at the show.*** This is the only way to purchase PM fuel at these prices. There has been a \$10/case price increase over last year, due to raw materials costs and transportation costs, but these are still **great** prices for this fuel and have been arranged assuming we will have a group order in excess of 250 gallons.

Fuel Type	Price per 6 Gallon Case
10% Nitro Sport (Castor Synthetic blend)	\$ 70.00
15% Nitro Sport (Castor Synthetic blend)	\$ 76.00
15% Nitro Four Stroke Blend	\$ 76.00
15% Heli (Castor Synthetic blend)	\$ 82.00
15% Heli (All Synthetic)	\$ 82.00
30% Heli (All Synthetic)	\$ 106.00
15/16 Synthetic (for Pattern 2 strokes)	\$ 88.00
YS 20/20 Pattern Four Stroke	\$ 88.00
25% Pattern Four Stroke	\$ 94.00
30% Pattern (i.e. YS 30/20)	\$ 100.00
YS 30/DZ Pattern Fuel (Blended for 140DZ)	\$ 100.00

Fuel must be purchased in **6-gallon cases** and CANNOT be mixed and matched inside a case. If you would like some of several different types and do not want 6 gallons of each, I recommend that you ask around and you will likely find someone who is willing to split cases with you.

All of the "Sport" blends contain roughly 2/3rds synthetic oil and 1/3 Castor oil. The Helicopter fuels contain slightly more oil and the pattern fuel slightly less.

I've only listed the most common fuels here, but if you are looking for something specific please call, as PowerMaster offers over 50 different blends.

I WILL be ordering this fuel 4 weeks prior to the Toledo show so please get me your orders as soon as possible. Please let me know if you will be at Toledo and would like to pick up your fuel there.

I MUST HAVE YOUR PAID ORDER BY MARCH 1st

Please make checks payable to me (Mark Atwood) –Sorry, I can't do credit cards.

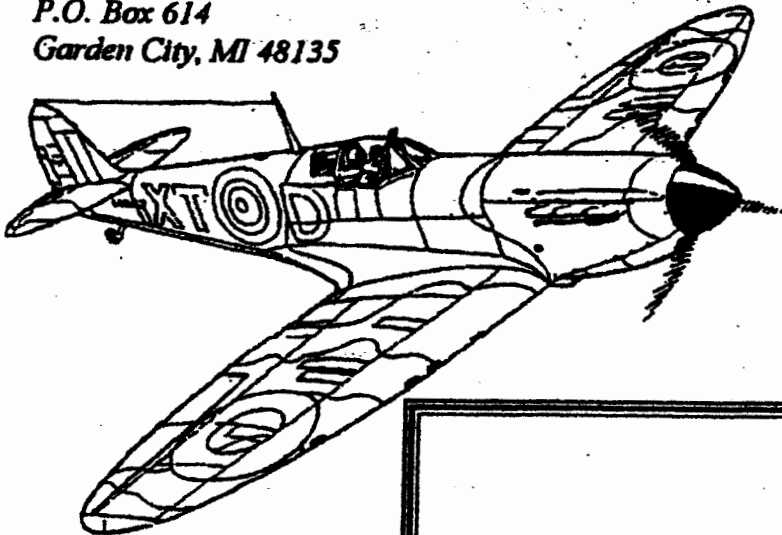
Name _____			
Phone Number _____			
	Fuel Type	QTY (in Cases)	AMT
	Total		

For any questions contact Mark Atwood – 330-562-7916(H) or 216-316-2489(Cell)
or email me at ATWOODM@PARAGON-INC.COM

**Send to: Mark Atwood
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