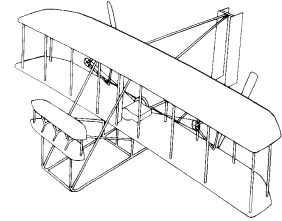


The Wright Flyer



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DECEMBER 2005

NEWSLETTER OF THE WRIGHT FLYERS R/C CLUB

Meeting Highlights

On Tuesday November 8th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School. This was the second monthly meeting of the winter season at the school.

The business meeting was called to order about 8:30 PM by president Scott Leiferman. There were 12 members present including five club officers. The secretary read the minutes of the October meeting and they were accepted as read. The treasurer gave a report showing \$3,822.69 in the club account. Bills were still outstanding for portable toilet rental, grass mowing and newsletter which stood to reduce the balance by approximately \$300.

Under old business, Wayne VanDenBoom reported that the people who had been flying at our field from another club were willing to apply for membership in WFRC to continue flying at Montissippi park. So any suggestions to curtail the use of the field by non-members was tabled as long as we are not having any problems.

However, a number of incidents were recounted from this past season where members found the general public using the flying field for non-flying activity which conflicted with their wish to fly. It was noted that the flying field is part of the Wright County Montissippi Park which is a multi-recreational facility. Currently, there is no signage which clearly designates that the field our club has constructed and maintained is solely for the purpose of flying model aircraft. Club members can ask the public to clear the field of non-flying activities but people may feel we are being harsh if they don't understand the purpose of the field. So it was decided to add signs that make it clear what function the field is for so that requests to clear the field for fly-

The next meeting is scheduled for 7:30 PM on Tuesday, December 13th, 2005. It will be held in room 30 of the Monticello Middle School.

ing activity are not viewed as so unfriendly by the public. Rich Johnson volunteered to work on this project so we have something in place for the next flying season.

Garth Landefeld agreed to continue mowing the field next season at the same charge per time he did for the past season. This set the stage for a discussion of the member charge we need for field maintenance for next season. Based on some preliminary numbers from treasurer Perry Dziuk, we did not have enough revenue this year to fully cover club expenses which are primarily field mowing and toilet rental. So it was proposed and approved by vote to raise the maintenance fee from \$15 to \$20 to make the total charge for membership with dues come to \$50. New applications will go out in December for the 2006 dues and field maintenance fee.

Rich Johnson related that the R/C club from Litchfield would like us to come to one of their fields for a joint flying event. One suggestion was to have a swap meet so Rich will discuss the idea with the Litchfield club and will report back.

Scott Leiferman proposed that we move the start time of the meeting to 7:00 PM rather than

(Continued on page 2)

(Continued from page 1)

the traditional 7:30 PM. This suggestion will be published in the December newsletter for comment and pending discussion at the December meeting and could be implemented starting in January.

Wayne VanDenBoom had a club tee-shirt to give away at the meeting so he conducted a door prize drawing of all in attendance. The lucky winner of a tee-shirt was Mark Verbrugge.

Apparently, some undocumented business was conducted at the October meeting which club secretary Leo Davids was unable to attend. Garth Landefeld was designated to engineer an appreciation award to present to Leo & Jean Davids for their efforts over the years to edit and publish the club's monthly newsletter. The Davids' have been associated with the club newsletter for 16 of the 26 years that the club has been in existence, including consecutively for the last 14 years. It was a pleasant surprise to Leo and Jean that their behind the scene work to maintain vitality in the club is so well received by the members.

after the polls close at 8 PM. So the evening at the school was started with a show & tell session. Mark Verbrugge participated with two items both electric powered. Mark brought his very nice Alfa Focke Wulf 190-A3 which he got at Hobby Lobby and powered with their recommended MP Jet outrunner brushless motor, Jeti speed control and Li-Po battery packs. The FW-190 Mark brought is actually the second one he has had since this summer as the first met with an untimely accident due to having the wrong model memory selected on his transmitter. A number of us saw Mark's first FW-190 fly and they are a great model both by looks and flight characteristics.

Mark's second presentation was yet another electric powered aircraft, the Sig Rascal. This was one of Mark's earlier introductions to electric flight and nearly turned him sour on the whole concept. It comes ARF with a brush motor and nickel batteries that make for a heavy under-powered combination. After a number of rebuilds, Mark has the Rascal outfitted with a brushless outrunner and Li-Po battery in hopes of duplicating his success with the FW-190. Mark also commented that for a rudder/elevator control, the Rascal was seriously lacking in rudder authority which he plans to cure with gobs of throw through a better linkage arrangement.

The other participant in Show & Tell was Leo Davids who also was electrifying with two of his electric power planes. One plane, his GWS Supermarine Spitfire was on a return engagement from an early spring Show & Tell. This time it was complete in full war camouflage and markings having flown twice in the closing days of the fall season. Hopefully Mark and Leo can keep their respective Axis and Allied warbirds together to recreate some European theater action at the field this next season.

Leo's second presentation was another ARF foamy from Great Planes, their Yak-55 3D. It comes with a gear reduced brush motor and is powered by Li-Po 3s battery packs of 1000 to 1500 mAh capacity. This Yak is the EPS foam version with a symmetric tapered airfoil wing. The only flat foam is the tail feathers. Leo anticipated this Yak would have the slow flight and maneuverability necessary for flying in the Metrodome this winter. It has had a few flights in the park near Leo's home in Big Lake awaiting its inaugural dome flight November 14th.

(See photos next page)



Jean & Leo thank you all for your thoughtfulness. It was quite an unexpected gift but much appreciated. Thanks!

The lucky winner of a tee-shirt was Mark Verbrugge.

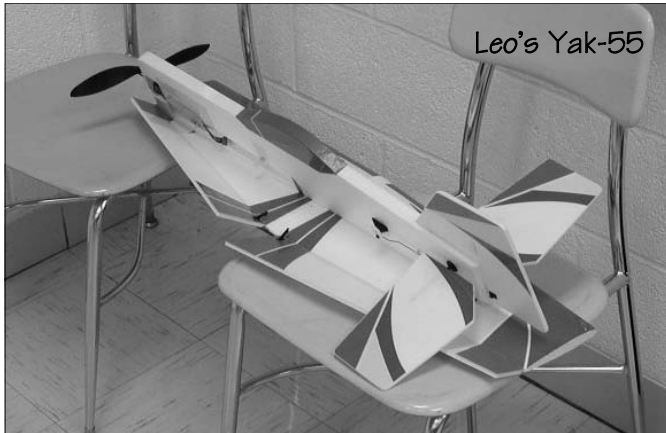


Show and Tell Before the Meeting

Because of state regulations governing election day activities, business meetings cannot begin until



Mark's Sig Rascal



Leo's Yak-55



Mark & Leo's electric warbirds

Club Officers Installation

Traditionally, officers for next year are voted/installed at the December meeting. To date, none of the current officers has indicated an unwillingness to serve another term, but if anyone is interested in becoming an officer, there could likely be room for you to join in. Just come to the meeting and bring some glossy 8x10 photos of yourself to campaign with.

Metrodome Winter Flying

MARCEE has some flying date at the Metrodome in December on the 5th, 8th, 9th and 13th. Typically, flying starts at 9 or 10 AM and closes up at 4 or 5 PM at the discretion of the Marcee coordinator for that date. For current information check <http://groups.yahoo.com/group/marc98/> or the Marcee web site (<http://www.marcee.org/>). Pilots must have a valid AMA membership and admission is \$5 for Marcee members and \$10 for non-Marcee members for each date.

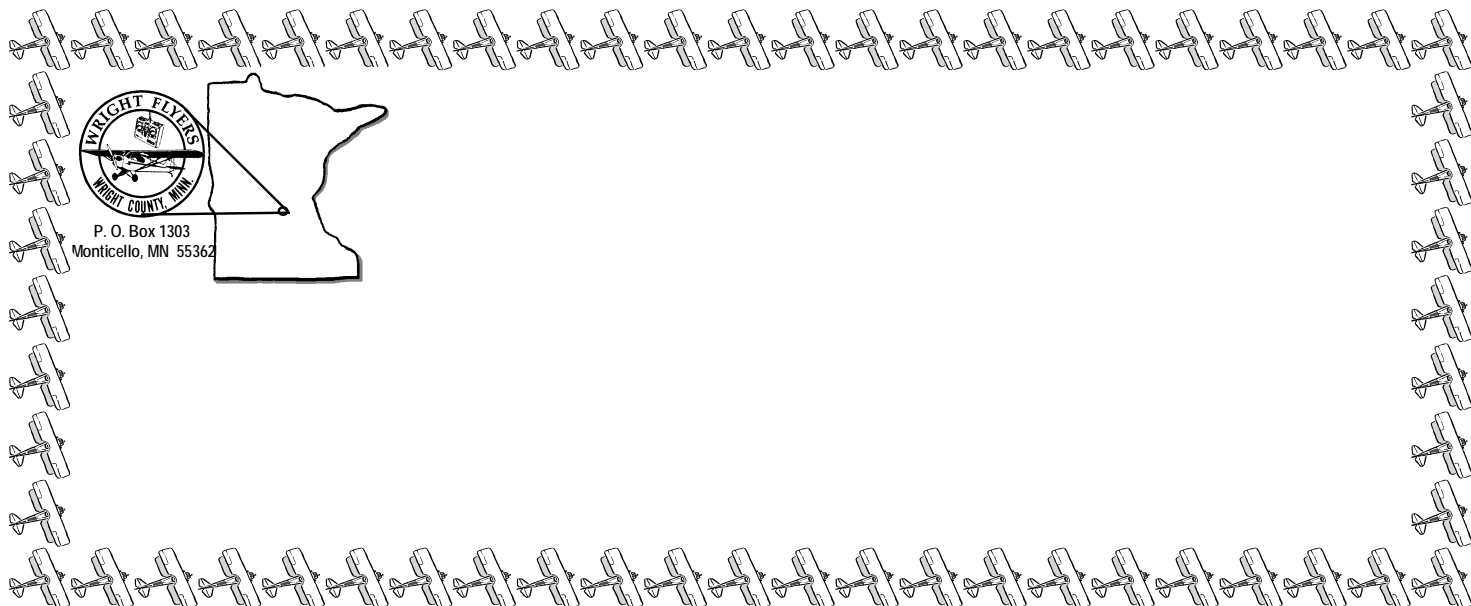
There is frequency control for the 72 MHz and 27 MHz bands with eight flight stations. The operating limits for electric powered aircraft are 20/20/20; 20 oz. max weight, 20 mph speed, 20 minutes max flight duration. Parking is free at the southeast lot at the dome.

Lost Model Locator & Other Things That Go Beep in the Night

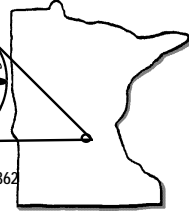
Last month this newsletter carried an article on converting musical greeting card devices into audible locators for a downed model. As it turns out, Castle Creations, makers of electronic speed controls for electric powered aircraft, have sort of built that into their latest model Thunderbird speed controls. While checking out my latest electric aircraft recently, I heard a distinct beep from its Thunderbird ESC on occasion when the speed control was powered up but the motor was off. I looked through the setup literature that came with this Thunderbird controller but Castle Creation made no mention of this particular beep although they are well known for using the motor as a sound transducer to issue beeps for all the startup and programming functions their controllers have.

Before I got paranoid and tried to return my controller for a malfunction, I went to the RC Groups vendor forum on the internet and did a search for the controller in the Castle Creations vendor topic. Alas, I wasn't the only one to notice the odd beep and there was a question posted as to what this was about. The people at Castle Creations monitor this forum topic so they posted a response that the Thunderbird line of speed controls was aimed more at the people new to electrics so they de-

(Continued on page 4)



P. O. Box 1303
Monticello, MN 55362



In this Issue

- ✓ Meeting Highlights
- ✓ Show and Tell Before the Meeting
- ✓ Club Officers Installation
- ✓ Metrodome Winter Flying
- ✓ Lost Model Locator & Other Things That Go Beep in the Night
- ✓ TCRC Annual Auction for 2006

(Continued from page 3)

ecided to use a beep every 30 seconds that the motor was off as a safety reminder that the power was still connected.

Subsequent posts to this topic suggested to Castle Creations that this was also a good feature to locate a lost model and they should consider putting the feature in all their speed controls for aircraft use. I am sure the attorneys for Castle Creation favor any features that will mitigate their liability. My Airtronics RD series of radio transmitters start beeping if I leave them on for more than a couple of minutes without moving some control function.

Now if we could go one step further by taking a page from the cell phone crowd. These radio and electronics vendors could provide us with a variety of beep sequences so we could easily recognize whose aircraft or transmitter is sitting around in the pits with the power

2005 Club Officers

Pres..... Scott Leiferman 763-682-2707
 VP Wayne Van Den Boom 763-428-2360
 Treasurer Perry Dzuik 763-477-6865
 Secretary..... Leo Davids 763-263-3577
 Safety Off.... Ron Bredeken 763-441-3199
 News Ed..... Jean Davids..... 763-263-3577

If you have news or ideas for articles you would like to see, you can email me at
jedavids@charter.net
 Or call me at 763-263-3577.

still on. The Great Planes Triton battery charger has a feature which allows a few different beep sequences to signal completion of a charge cycle. At any well attended electric flight activity, there is usually a chorus of these chargers beeping in the pits.

By Leo Davids

TCRC Annual Auction for 2006

The Twin Cities Radio Control club wants everyone to pencil in Saturday February 11th on their R/C event schedule for the annual auction at St. Peter's Church in Richfield. They will be auctioning on consignment exclusively related to R/C aircraft with minimum \$20 opening bid. Check the TCRC web site <http://www.tcrconline.com> for further details currently published in their December newsletter.