



Issue # 1

Belleville RC Flyer's Newsletter

January 2013

January Meeting Minutes

The meeting was called to order by Club President Dave Fannin at Eckert's Restaurant on Tuesday, 8 January 2013 at 7:02 pm. There were 10 members present. The president called for a motion to accept the minutes of the previous meeting as outlined in the December Newsletter. The motion was seconded and passed by the membership.

Club Operation Reports

TREASURER: Club Treasurer Ted Ellicott is suffering from a continuing illness that will keep him from performing his duties as Club Treasurer. In Ted's place, the Club's financial status was reported by President Fannin. Currently we have 58 active dues paying members. A motion was made and seconded to accept the Treasurer's Report. The attending members passed the Treasurer's Report. President Fannin then called for a volunteer to replace Ted as Club Treasurer. Dan Arens volunteered his services as a replacement Treasurer. A motion was made for his acceptance and the attending members unanimously approved Dan as Club Treasurer.

CORRESPONDENCE: President Fannin gave an update on the Club's Swap Meet Flyer...it will appear in the AMA's monthly magazine for February.

FIELD MAINTENANCE: Dave reported that the snow fence on the northern edge of the flight field that was recently erected has blown down as a result of a storm in the area with 60 mile an hour winds. The field itself looks okay with no surface damage. Gary Luttrell reported that he had been in contact with an officer of the County Sheriffs Department and asked if police from the department could watch after the field while on their area surveys. Also, we need to replace the

Sheriff Justice signs which are now outdated with a new Sheriff in town.

SAFETY: Safety Officer Marcus Robinson plans to develop a topic for discussion at every Club monthly meeting. This month's topic is on-board batteries. Marcus reiterated the importance of checking these batteries as we prepare for the up-coming flight season. Look for loose and corroded connections and make sure that the battery can be fully charged, unplug when not in use. Follow the manufacturer's directions for proper testing and care. Better to find malfunctions on the ground than to have to experience them in the air.

TRAINING: No formal training in progress at this time. Remember, we are all involved in training and when we see one of our fellow Club members struggling with his aircraft, try to render help without antagonizing the individual. This is particularly true of our new members who might not be quite up to snuff on all of the rules and techniques which govern our hobby and which the more experienced member takes for granted. Be there and be helpful, that's the name of the game.

WEB PAGE: Webmaster Bill Eischeid discussed the latest with the Web Page and appreciates any help to better tweak the product.

OLD BUSINESS: Primary old business is our February Club Swap Meet. John Burnworth has paid the money and signed the agreement with Queen of Peace School for the use of their gym for the swap meet. Dave Fannin and Gary Luttrell are in the process of getting an aircraft for the lottery and the "Old Heads" that ran the kitchen and front desk will be available for this forthcoming Swap Meet. For those Club members not involved but attending, please make yourselves available for support of the guys working the Swap Meet. Don't forget that we have to set-up the night before and we'll be starting around 7:30 pm. We need as many Club members as possible to show up and help out.

NEW BUSINESS: None.

NEW MEMBERS: The Club was pleased to be able to induct Octavio Prieto as a new member. The attending members unanimously voted Octavio into our Club. Look forward to seeing you out at our flight field Octavio.

ATTENDANCE PRIZE: There was no 50/50 prize for this meeting.

NEXT MEETING: The next meeting will be held at Eckert's on Tuesday the 12th of February at 7 pm sharp. We will be honing our plans for the Swap Meet so be there.

MEETING ADJOURNED at 7:30 pm

CLUB OFFICERS

PRESIDENT DAVE FANNIN
VICE PRESIDENT JERRY NEVENNER
SECRETARY RALPH MILLER
TREASURER DAN ARENS
SAFETY MARCUS ROBINSON



Dan Arens 618-444-8063

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618-566-8753**

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Things every RC modeller should know

ASPECT RATIO is the ratio between the length and the width of the wing, the stabilizer or the rudder. It is calculated by dividing the span by its chord. **EXAMPLE:** a rectangular wing with a span of 57" and a chord of 11.5" has an aspect ratio of 5 : 1.

MOMENT ARM is the distance from the middle of the wing to the middle of the horizontal stabilizer and is usually 1/2 the length of the wing span. It is expressed in RC models by wing chord. A stunt RC model has a Moment Arm of two to three wing chords.

INCIDENCE is the angular setting of the wing with respect to an arbitrary line drawn through the center of the fuselage from nose to tail and ranges from 2 to 6 degrees.

DE'CALAGE is the angular difference between the wing and the horizontal stabilizer. The average RC trainer has a wing incidence of 2 degrees and a horizontal stabilizer incidence of zero...the de'calage being 2 degrees.

WASH-OUT is when the angle of the wing tip is less than the wing root which allows the ailerons to remain active when the inner part of the wing is stalled.

WASH-IN is the twist (up) incorporated in the wing tip to raise the leading edge of the left wing to counteract torque. which causes the wing tip to stall before the wing root which is very undesirable and is known as tip stall. This means a basic stall which will cause a significant roll. Avoid Wash-in under all circumstances

DIHEDRAL is the up-tilt of the wings toward the tips for the purpose of lateral stability. Minimum dihedral should not be less than 1"/ft. of wing span for free flying models. Maximum dihedral for low wing models is 3"/ft. Two and a half inches per foot is adequate for most models. Low wing aircraft require more dihedral than high wing aircraft. The larger the dihedral, the less efficient the model...dihedral sacrifices lift.

WING AREA - To find the area of the wing, multiply the wing span (57" or 4.75') by its chord (11.5" or .96')...which equals 655 sq. in. (divide WA in Sq. In. by 144) or 4.56 sq. ft.

WING LOAD - The weight lifting capability of the wing is often expressed as ounces per square foot. For a model weighing 6.5 lbs...convert the pounds to ounces (or 104 oz.) of weight divided by wing area in sq. ft (or 4.56 sq. ft.) which equates to 23 ounces per square foot. (the lighter the wing loading the better the flier).

<u>Model Type</u>	<u>Wing Loading (oz. / sq. ft.)</u>
Indoor	2 oz. to 3 oz.
Park Flyer	5 oz. to 8 oz.
Acrobatic	7 oz. to 8 oz.
Speed 400 (elect.) Trainers	7 oz. to 10 oz.
Speed 600 (elect.) Trainers	15 oz. to 17 oz.
.15 (glo) Sport/Trainer	15 oz. to 17 oz.
.40 (glo) Sport/Trainer	16 oz. to 20 oz.
Q500 or .40 powered Racers	18 oz. and up
¼ Scale Model Aircraft	30 oz. and up