

THE WRIGHT STUFF

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2003 FLYING SEASON BEGINS, TIME TO BRING OUT THE WINTER BUILDING PROJECTS!

I would like to wish each and everyone of you a wonderful New Year. The club sends its thanks to David and Karen Powers for hosting the December meeting at their home. As usual the hospitality was wonderful. The cold weather has hopefully trapped us all in the work shop to get those winter projects completed. Sid Haynes is putting the finishing touches on the 25% Extra 300. The 300 is going be powered by a FPE 3.2 c/in. Splawn Aircraft has installed a functional machine gun sound machine on Tony Dula's SE5. David Powers is assembling the new Great Plane 1/3 scale Pitts Special that he received for Christmas. Gerry Davis Jr has a new 39% Radio Craft Extra 300XL. She will be powered by a 3W150. Brice Bairey is recovering from his recent Cataract surgery. One eye down one more to go. We all send our best wishes. Mitchell Robinson made the maiden flight on Bill Cottingham Beech Staggerwing.



BEECH D-17S STAGGERWING FLIES

I was recently given the privilege of flying the 25% scale Beechcraft D17s Staggerwing owned by Bill Cottingham. She is powered by a Fuji 32 ccm. With the throttle advanced the Fuji 32 pulled the Beech into the wild blue yonder. Once the I settled down a little we retracted the landing gear. Mitch had done a great job trimming the plane out on his previous flight. The Staggerwing tracked through the shy like it was on rails. I was surprised at the air speed. She

was covering the length of the field in a few seconds. I tested the flap function but quickly retracted until we can mix in more up elevator to compensate for the forward pitch. We made a few low level high speed passes down the runway. Just showing off a little. We then slowed and dropped the gear for landing. The plane penetrated the high wind very well and settled in for a mains landing. Bill has built a girl he can be very proud of and a true pleasure to fly.

MINUTES FOR THE DECEMBER MEETING.

The December meeting was held at the home of David Powers. David Mays called the meeting to order at 7:30. There were 9 members present.

Points of the meeting:

1- Preliminary setting of fly-ins for the year.

Spring Fly-in, Fall Fly-in and 3rd annual Old Timer Fly-in

2- Trash left at the field.

Each of us have to police our area and take our trash with us.

3- Field improvements.

The club has to host fly-in's to generate the needed revenue.

4- Discussion of the over flight area.

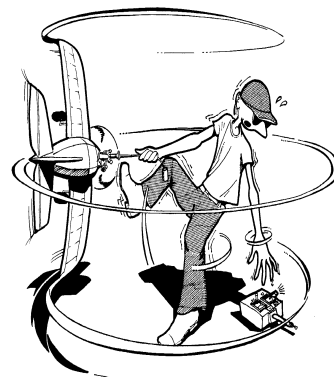
Our neighbors of the field have built a home just on the other side of the tree line. The option of reversing the field by moving the flight stations and awning to the opposite side of the field has been brought up. David Mays will discuss the option with club members and the county engineers to see if this is feasible.

Next Meeting February 22nd at 12:00

SAFTY: REMINDER FROM AMA

RADIO CONTROL

- 1) I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
- 2) I will not fly my model aircraft in the presence of spectators until I become a qualified flier, unless assisted by an experienced helper.
- 3) I will perform my initial turn after takeoff away from the pit or spectator areas, and I will not thereafter fly over pit or spectator areas, unless beyond my control.
- 4) I will operate my model using only radio control frequencies currently allowed by the Federal Communications Commission. (Only properly licensed Amateurs are authorized to operate equipment on Amateur Band frequencies.)
- 5) I will not knowingly operate an R/C system within 3 miles of a pre-existing model club flying site without a frequency sharing agreement with that club.



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LETTER TO THE EDITOR:

This is a new section in the newsletter in which we can voice complaints, problems, good things as well as bad. This is how it is going to work. If anyone in the club has a point they would like to bring up all that has to be done is as follows:

1— U.S. Mail me a letter David Mays 1220 N Piedmont Ave, Kings Mt, NC. 28086

2— E-mail me at Mays@stilesmachinery.com

3— Talk to me in person

Note: The items enter will be anonymous. This section will allow us all to have a voice more freely.

Tech. Spot:

GLOW FUEL WATER CONTAMINATION

Methanol (alcohol) based fuels tend to be contaminated with water condensate during storage. Regardless of container type, the air volume within the fuel container will expand and contract with temperature changes.

If the container *is not* leak tight, temperature changes will cause a “breathing” action drawing in or expelling air. In higher humidity and temperature conditions, “wet” air will be drawn into the container and moisture will condense on the container walls then run downward into the methanol. In addition, methanol itself is “hygroscopic” (absorbs water). In extreme cases, some flyers have found, after many months of fuel storage, that as much as 20% of the container content is *water; ANY AMOUNT* of water will cause endless engine run problems from starting failure to rough runs, poor idling to in-flight run stoppage.

In an extreme case of successful long-term storage, I had a partially used quart of Cox ½A fuel, which had not been re-opened for at least 13 years. To my amazement, a Norvel 0.061 ran perfectly on a tank full of the fuel. The container was metal with a gasketed, tight fitting screw type cap.

In short-term storage condition, I’ve been using a one-quart plastic “juice” container, which also has a leak tight cap, for years. Partially used fuel has been stored for up to 6 months successfully in an outdoor environment (back of my car) through all seasons.

So, if you will take precaution of ensuring your fuel container has been leak tight sealed after each flying session, your fuel costs will be reduced and save you a lot of frustration at the field.

Submitted by Brice Bairey

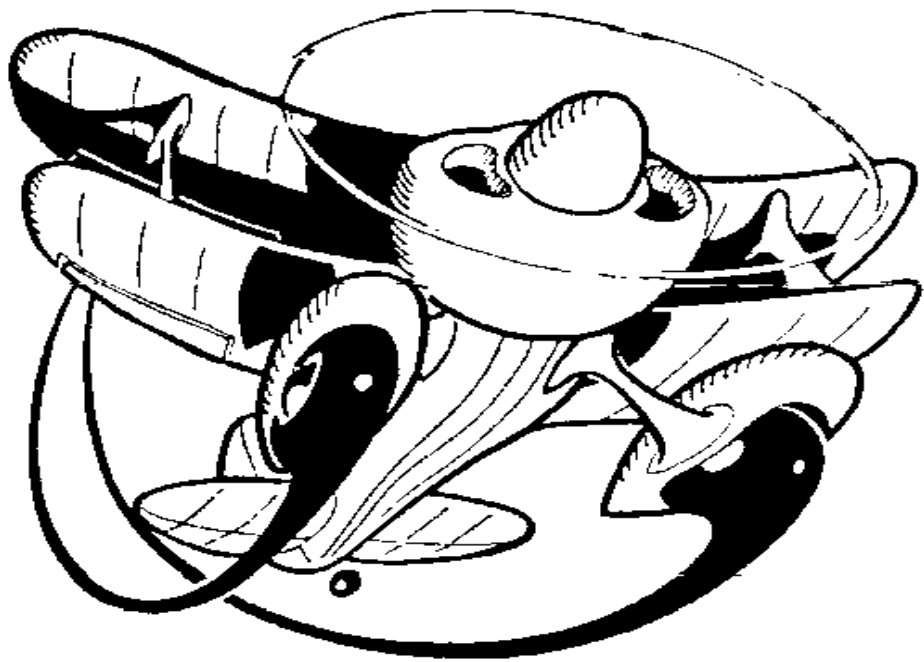
Presidents corner:

I want to wish each of you a Happy New Year.

I would like to hear your ideas or thoughts in reference to reversing the flying field. I have personally flown the pattern from the opposite side of the runway. One positive thing for sure will be the expanded landing area should something happen like dead stick, etc. The tree line is further away so this will help us have a safer over flight area.

Have a great month and safe flying

David Mays



David J Mays
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28086

