



Hanger Rat

Spillway Radio Control Club, Inc.

AMA Chapter #979

Founded 1972

Officers: President: Wayne Melancon 567-2297
 Vice-president: Sidney Seifert 465-9136
 Treasurer : Pat McGehee 764-1908
 Secretary: Tina Praesel 785-0704

NEXT MEETING:

The next meeting of the Spillway Radio Control Club will be Thursday January 9, 1997 at 7:30 PM at the O.C.A.W. Union Hall in Norco. Hope to you there.

OLD BUSINESS:

Seventeen members , 3 prospective members and 1 visitor attended the December 12th meeting.

The minutes of the November meeting were read and accepted by the members present.

The Treasure's report was read and accepted by the members present. Total carried over is \$1357.09 divided as follows:

Reserve account for Fuel as required by SRCC -Laws \$800.00.

We have estimated expenses of \$130.22 till the rest of the year.

Which will leave us \$426.87 to pass over to the next year.

The repairs to the field were under estimated by \$20 or \$30 .

DUES ARE DUE THIS MONTH. We still have 23 members that need to pay dues.

Club fuel is still available with the following people:

Darryl Champagne	4 cases	Kenner
Al Smith	2 cases	Norco
Sidney Siefert	2 gallons	Kenner
Dennis Hymel	1 case	Laplace

Wayne Melancon had to splice the cable where it snapped, two weeks ago. We have approximately 115 feet

of cable see that is rotten and needs to be replaced. Wayne Melancon and Sidney Seifert have been checking on the price of 1/4 galvanized cable. The best price so far is 35 cents a foot. It was voted on and approved.

The cable, any supplies was needed to put the cable up, fixing the bent poles and Diazanon should be all we will need for maintenance of the runway for the rest of the year.

Sidney Seifert spread the Diazanon on the field December 14th. Shortly after he left I (Tina) saw a very large mole cricket crawling out of the field, something must be working.

Prospective members Luis Escoto, Lynn Veron, and David Rills were voted into full membership at the December meeting. Welcome Luis, Lynn, and David.

NEW BUSINESS:

We met prospective member Ron Savoie who has paid his initiation fee. We will vote on him in the January meeting. Lets be there to welcome him into the club.

Model of the Month goes to Dennis Hymel and his 40 size Tower Hobbies Chaos. His Chaos has a 46 Thunder Tiger engine and was white with teal and yellow trim. Dennis tells us it flies nice and is slow to stall. Dennis chose to give the award money back to the club. Thankyou Dennis!

Gus Praesel brought his Super Chipmunk for us to see. It was partially built by another man who chose to get out of model airplanes. Gus put an O.S. Max .61 and covered it black with red, white, and wazzu blue wings. It is a very sharp looking plane. (It flew the next weekend.)

This was a short meeting because of the Christmas Party. For those of you who could not make it you missed a very nice gathering. We watched a video called "WipeOut" by

Telstar Productions. It showed us the many ways to crash a RC Airplane in slow motion. Now we should all know what not to do.

EDITORIAL NOTE:

By the way I (Tina) have learned to take off, when there is no wind, with no problem. My problem is landing on my landing gear instead of the nose of plane. Now that I have learned how to crash properly, from the video I will also have to learn how to build 1/2 of a wing. Oh well back to the plans.

For those of you that might want to check the weather before leaving your house, Lynn Veron, gave us these numbers:

Airport Tower----- 471-4417

(Use to be National Weather Service)
----- 828-4000

For anyone wanting to know where and when the 1997 Nationals are listed in the February 1997, Model Aviation. There are six days on which a person could go and learn from watching the pros. Maybe even how to crash with more grace than myself.

This next article was taken from the A.M.A. National Newsletter. Maybe it will be of help to those of us that are newcomers at the art of modeling.

Coloring the Bottom of Your Wing *by Mike Fox*

They say the bottom of your airplane should be a dark color. The darkest color of course is black. This tends to make the plane show up better at high altitudes. How your airplane is built will decide how you color the bottom.

With the way we are building some of the high tech models, building styles mean that you need to find a new way to color your model. Somebody told me that Mark Levoe (manufacturer of Super V's) is using a spray on dye. I looked all over and could not find any such thing. So look for the best thing. I was looking for something when I ran into an old bottle of India Ink from high school. This stuff is like water. I remember that when you got it on your hands it was hard to get off.

I decided that I should try it on some foam and a piece of balsa. The balsa looks like it was stained. So I decided to try it on a new hand launch wing I had just finished and was ready to cover. I started to brush on the ink and it really looked good. I finished and walk away. I checked back a couple of minutes later to find that the wing was

bent into a u-shape. Three times the dihedral! What had I done to my new wing? Well after leaving it to finish drying, it came right back to the correct shape. The bottom of the wing looked super. The bottom looks like it was stained in black.

On my next project, which was a new 2-meter with the construction like the Super V, foam and glass, I decided to give this ink a try. I painted it on the foam just before I bagged the wing. When fiberglass is set up it is fairly clear. Much like the wood wing, the finish product looks pretty good. I also have tried a coloring they sell at craft stores that they use on flower arrangements. It comes in different colors in a little pump bottle. I think most any coloring will work as long as it doesn't attack the foam.

One thing I have found on coloring the bottom of wings is to make most of the wing dark and then make a white stripe. Make it have a good contrast, dark and light. These seem to work the best for me. After all if you can see your plane further than the other guy, you may win that flight, or save the plane that became hard to see!

SAFETY RECOMMENDATIONS

This is taken from our 1997 A.M.A. Membership Manual. **The following constitutes good general and safety practices.**

1. Never attempt to retrieve a model from power lines. Contact the local power company.
2. Refrain from using repaired cracked, nicked, or unbalanced propellers.
3. Stay clear of the propeller arc while starting or running any engine or motor.
4. Paint tips of propellers a bright color to better define the propeller rotation arc.
5. Check propeller and spinner for tightness before each operation.
- 6 Exercise extreme caution in adjusting the needle valve on engines. Most adjustments should be performed from behind the model, thus avoid reaching around a spinning propeller.

For comments and suggestions please call
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