

Glow Plug

Newsletter for the Middle Tennessee Radio Control Society

July 1998

The Shed is Approved!

Our new shed has been approved and should be installed sometime this week.

The building will be 12' x 20' and has three 4x3 windows on the front, one 4x3 window on the right side, and a 36" door on the left.

Thanks to Mr. Tom Burns, Director of Consolidated Maintenance for the Park Board, for attending our last meeting and approving the new building. By the way, nice Cobra Mustang, Mr. Burns.

Trainers Needed

Peggy Tulloff of the Park Board has asked us to give a group of 20 kids the chance to fly an RC plane.

We need a few volunteers to fly trainers. The event is scheduled for August 1st around noon.

MTRCS Web Site

The Editor

The club web site will soon be back online at:

<http://members.home.net/mtrcs>

Thanks to

HobbyTown USA

for sending us the new members.

1998 OFFICERS

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VICE PRESIDENT
395-4666

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SECRETARY
361-4774

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793-2204



1998 BOARD

DICK CORLEY
333-9399

DAVID HAMPTON
459-0885

TONY WARNER
832-6390

JOHN WESTMAN
832-7751

Next Meetings

Monday, July 20
Public Library on Bell Road
6 PM - Board Meeting
7 PM - Club Meeting

Upcoming Events

October 24 (Tentative)
Auction
Legislative Plaza, Rm 16

This meeting we will determine the schedule for the remainder of the year.

Last Meeting

Congratulations to Robert Hughes, Earl Bennet, and Dick Corley who won \$50 Danielle's gift certificates.

Safety Reminder

Let's remind ourselves of all the safety rules on the board. Also, please observe the field boundaries. We've had a report of at least one neighbor complaining of planes flying over their house.

Call for Info...

The Editor

I'm still looking for articles! Send e-mail to cshumate@home.com or talk to me at the field.

Thanks to

Danielle's R/C

for their continued support.

Helicopter Championships

Despite the sweltering heat, 36 contestants showed for the Annual Music City Helicopter Championships, up from 27 last year.

The results are as follows:

FAI

- 1st - Wayne Mann
- 2nd - Cliff Hyatt
- 3rd - Paul Soha

Class I

- 1st - Jimmy Chaney
- 2nd - Doug Trent
- 3rd - Robert Hughes

Class II

- 1st - Daniel Carter
- 2nd - Dennis Purdeski
- 3rd - Harold Little

Class III

- 1st - Larry Hasbin
- 2nd - Gordy Meade
- 3rd - David Harky

Thanks to the park board for getting the grass cut and letting us hold the event.

And a big thanks to everyone that helped including Tom Warner for use of the generator. Moon Dawg for the Radio Impound. Tim DePerry for CD. Bob Ruple for serving as line coordinator. Tom McCabe and Ronnie Cravens for concessions.

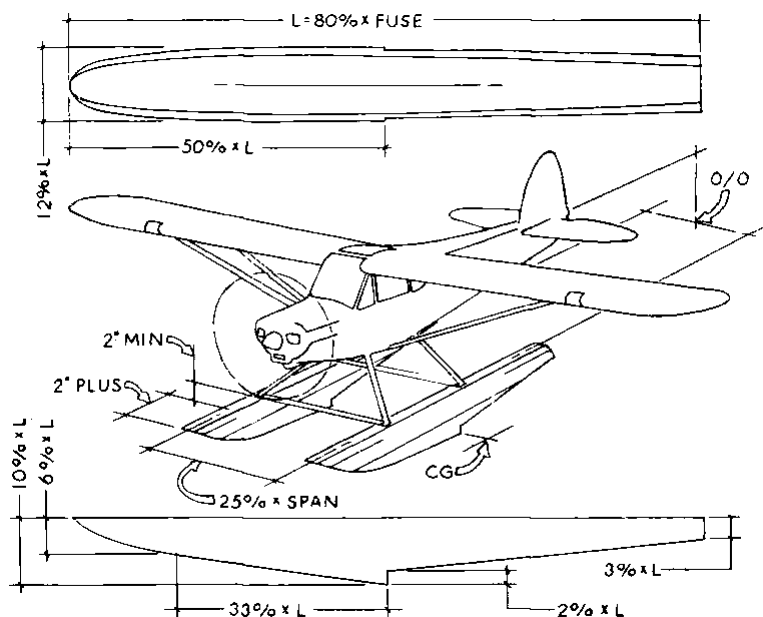


Night Fly

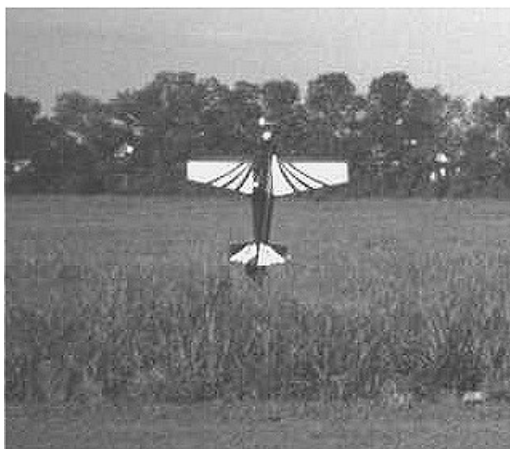
Some members got together at the field and flew after dark.

Robert strapped some glow sticks to the skids and tail of his helicopter and had a great flight.

Jamie flew his combat plane with glow sticks on the wing tips and fin. Rumor has it, he could have used a bigger tank!



Matching Cap 232's belonging to Jamie and David.



Nice torque roll. Note the altitude.

Adding Floats

Courtesy of Charlie Brown

This article and drawing were taken from the July 87 issue of Model Airplane News.

In full scale applications, the floats are hung with 3° or 4° of incidence negative to the normal flight attitude of the plane. This is done in order to present a high angle of attack at takeoff because of power restrictions, but it's done at the expense of creating drag at the "mouth" or open area between the floats and the fuselage.

Fortunately, model floatplanes have a much higher power-to-weight ratio than full scale planes, so the goal is to mount the floats parallel to the normal flight attitude using the float decks as reference. With a setup like this, and using the float proportions shown on the plan, it's possible to power off in a short run without burying the stern, or run at very high speeds with only a fraction of the step making contact with the water.

Bear in mind that the greatest contributor to water looping (second only to inadequate air rudder area) comes from increasing the wetted area forward of the center of gravity. An excellent example of this can be observed by comparing the ground handling characteristics of trike gear as opposed to taildragger setups.

Members Online

Robert Hughes	rlhughes10.aol.com
Jamie Beard	cap232@bellsouth.net
John Westman	jwestman@juno.com



Middle Tennessee
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Next Meeting...

Schedule events for the remainder of the year.

Come Join Us at the Field ...



The club president volunteering some time to a new pilot.

