



W.O.R.K.S.heet

The Newsletter by and for the Members of W.O.R.K.S.

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Prez Says

First Of all, I want to wish everyone a Merry Christmas and a Happy New Year! I hope 2012 is a enjoyable year for all. I want to report that the Christmas Dinner went over great. Tim Brown donated a plane so we had a raffle, Debbie Burchett won the plane. The funny thing was, the first name out of the raffle was Tim Brown! I'm sure Alex will have her on the buddy box in no time. We had 38 people there, everyone seemed to have a good time. We have made reservations there for next year. The club gave 3 people \$25.00 gift cards for T.J. Chumps to help with their dinner costs. These people I feel go out of their way to help the club. They are Tim Anderson, Mark Imfeld, and Dennis Sedlock. Also, Tim Brown's daughter received a \$10.00 Kroger gift card, I donated that. She makes a Texas sheet cake that is out of this world. Thank you Marcia. We want to help with the costs of this important item.

Tim has been taking care of the mowers, replaced the carb on the zero turn and serviced it.

Mark takes care of getting the gas and diesel fuel, checking on things and mowing when needed.

Dennis takes care of the mowing list, arranges for the mowers to be serviced or repaired.

There are more people who help out when needed, I would like to thank you all. I don't want to name names, because I know I will forget someone.

Club news, the elections are over, you elected the same group of officers as before. Either we are doing a great job, or no one wants to try and straighten up the mess we have made. We have two new board members, Tim Anderson was reelected, and Jim Martin came on board.

Don't for the Freeze Fly January 1, 2012. Jim McGuire said he will wrap the shelter, my wife will make up sloppy joe, please bring a covered dish if you can. Please bring your own drinks. Also, those that brought heaters last year, please bring them this year.

Our next club meeting will be January 31, Board meeting a 7, general meeting at 7:30. This will be in Centerville at the Township Hall. They are a lot of swaps coming in January and February, please try to support the clubs having them.

Take care,

Randy Hatton

Calendar of Events

January 1, 2012
WORKS Annual "Freeze Fly"
Pot Luck, please bring a covered
dish to share.

January 8, 2012
25th Annual Swap Meet
Celina Senior HS Auditorium
Celina, Ohio

January 14, 2012
Unique R/C Swap Meet
Grimes Field
Urbana, Ohio

January 29, 2012
LARKS 6th Annual Swap Shop
Wapakoneta High School
Wapakoneta, Ohio

January 31, 2012
WORKS Board Meeting 7:00 PM
WORKS Club Meeting 7:30 PM
Old Washington Township Hall,
Centerville, Ohio

February 4, 2012
LCRC Swap Shop and Auction
Whitehall Rec Center
Columbus, Ohio

February 11, 2012
Midwest Model-Rama
Montgomery County Fairgrounds
Dayton, Ohio

March 24, 2012
37th Annual R/C Show and Swap
Fairfield County Fairgrounds
Lancaster, Ohio

March 27, 2012
WORKS Board Meeting 7:00 PM
WORKS Club Meeting 7:30 PM
Old Washington Township Hall,
Centerville, Ohio

April 13-15, 2012
Toledo Model Show
Toledo, Ohio

April 24, 2012
WORKS Board Meeting 7:00 PM
WORKS Club Meeting 7:30 PM
Aircraft Beauty Contest
Old Washington Township Hall,
Centerville, Ohio



Have a Very Merry Christmas and a Safe and Happy New Year

RC Helicopter Safety: Not Just for the Novice Pilot By Bill Zydycryn

Learning to fly and build RC helicopters is very rewarding. Today more people are getting into the hobby either as first time helicopter pilots or fixed-wing pilots who have shown an interest in learning to fly RC helicopters. RC helicopters, electric or nitro need to be given the proper respect to keep your flying experience safe for you, the flight line, and observers at the field. Remember RC helicopters are not toys. You can get severely injured if you get careless!

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For the second year, the WORKS Old Timers (SAM 114) entered a team in the international postal challenge. This event requires the team to fly their 1/2 A models to get two 15 minute flights out of three attempts. A perfect score would be 1800 seconds. A perfect team score would be 5400 seconds. The team score is the sum of the three highest individual scores. We had a busy year practicing with some new models and old engines.

One team member tested engines, propellers and fuel to find the right combinations for long engine run with reasonable power. Additionally, three team members built new models one a Baby Burd was quite small. After all this preparation we were ready. The 22nd of September was a perfect day with high overcast clouds, 71 degrees, with light and variable winds to 4 mph from the west. Although there were no thermals the air was buoyant. The team members were: rear from left; Gary Streifthau-Airborn, Dennis Sedlock-Bomber; Walt Reuszer-Baby Burd; Tom Boice-Bomber; Mike Bluestein-Racer and front from left; Dick Pratt-Airborn; George Lamb-Racer; Tom Pratt-Cloudster and John Leuke-Rambler. The three highest individual scores were 1800, 1765, 1516 seconds. The final team score was 5081 out of a possible 5400. For 2011 our score places our team as first out of five teams as follows:

Place	Chapter	Club	Country	Score
1	SAM 114	Works Germantown, Ohio	USA	5081
2	SAM 27	North California	USA	4265
3	SAM 43	Harriman, Tennessee	USA	4173
4	SAM 84	Vintagents	Australia	4107
5	SAM 2001	L'Aquilone, Rieti	Italy	2766

We are now the Host for the Frank Ehling International 1/2A Postal Texaco Challenge for 2012.

FOR SALE

I have flown the Duraplane for 5 years, and now it is time to move on. This is a great plane for the beginner as well as the experienced RC pilot. It is virtually indestructible, and if you do have an accident, it is easily repairable.

The price includes some extra parts such as a fuselage, motor mount, a two-servo straight wing (no dihedral), and two rolls of Towercote (yellow & black). The original wing is a new replacement. The plane DOESN'T come with the radio gear or engine. The motor mount is drilled for an OS Max FX 40, and it will accommodate all 40 & 46 OS two-strokes.

Notice the disassembled picture. The manual is laying against the wing. To have a functional plane, you'll have to add an engine (I might be able to sell you an OS FX 40) and at least a 6-channel radio if you want to fly the two-servo wing or 4-channel otherwise (again plenty of radios on EBay). The motor mount, fuel tank, control cables, landing gear with wheels and nose wheel are already installed.

Also Notice the two pictures of the two wings side-by-side showing top and bottom views of each. If you're a novice pilot, you'll use the one-servo wing, since the dihedral will provide stability in the air. With experience, you advance to the two-servo wing which will allow for dynamic flight performance (stunts). \$65, Call 937-432-6557

A description for the group of items:

- GP Slot Machine/Accessory Gift Como \$18.00
- Two rolls of Towercote. One dark blue other white. \$4.50/roll
- GP Accu Throw \$5.50
- TF Smart Cut Trim Tool \$4.00
- TH Custom Sealing Iron with TH Hot Sock Cover \$10.00

All of these items are in nearly new conditions some never used. All are described in the Tower Hobbies Catalog. I have listed them at half price.

Thanks,

Eric Walkinshaw

(Continued from page 2)

So let's discuss safety. It begins at the building stage of your helicopter kit. Most kits today contain written instructions with illustrations for each component in the building sequence. Some assemblies may require Loctite to keep them from vibrating loose. Make sure you do not overlook this important step. Cleaning the cap head screws with alcohol before assembly removes the oil residue from the screws and helps the Loctite bond more effectively.

Generally speaking, blue Loctite is recommended throughout the building process. Red Loctite should only be used for permanent bonding. If the instructions call for using nyloc nuts, you don't need Loctite. Also substitute CA instead of Loctite when inserting cap head screws, set screws, or ball links into plastic. Loctite tends to make the plastic brittle.

Servo wiring: Keep your servo wiring as neat as possible, check your servo wire clearances around bell cranks, control rod linkages, etc. Avoid routing servo wires close to anything that is going to generate a lot of heat. Also, carbon fiber frames look cool but be careful how you run your wires through the side frame holes. The edges are sharp and can cut your wiring. Use plastic spiral wire wrap or tape for added protection. When you have multiple servo wires to bundle, use soft Velcro straps—avoid plastic tie wraps. Over time the vibration can create chafing on the servo wires directly beneath the tie wrap.

Gyros: If you are running a gyro or 3G flybar-less module, secure it (if you can) with a Velcro strap or a plastic tie wrap just in case the double-sided tape fails.

Receivers: Add a bead of clear silicone sealant across the top and bottom of all the servo wires that plug into the receiver. The silicone will help prevent any servo wire from backing out because of vibration.

Servo arms: If you are using metal gear servos, place a very small amount of Loctite on the machined screw that holds the servo arm onto the servo. You don't want these screws backing out from vibration.

Flight controls: Once all your electronics are installed, check the movement of your swash plate, throttle, ailerons, elevator, pitch, and tail rotor. Make sure they are moving in the right direction in response to your stick commands.

Final build double check: Start at the top, front, or tail of the helicopter. Thoroughly check all Phillip head screws, set screws, ball links, cap head screws, etc. Retighten and Loctite anything you missed during the initial building phase. Check your receiver, gyro, speed controllers, governors, batteries/li-polys, and muffler to ensure everything is secure. Fit your canopy and make sure it does not interfere with any control rods, bell cranks, or servo wires, etc. When you think you have completed your model following the manufactures instructions and it's your first build, don't run out to the flying field or your backyard to attempt to hover or fly it. Have an experienced helicopter pilot check it out. It could save you money in repair costs, but more importantly it avoids potential injury to yourself and others.

Fail safe: Most of the popular helicopter and airplane transmitters today have a "FAIL SAFE" program built into the radio. The fail safe is designed to return your throttle to the idle position if you lose the signal to the receiver. But keep in mind you must manually activate this program and set an idle for each model you have stored in your radio!

Before you head to the field, make sure your onboard Nicad's or Li-Polys are fully charged as well as your radio. If you are thinking about flying that old helicopter that has been sitting around for a while, check it for loose/cracked ball links, servo arms, and linkages. Replace with new ones. Clean your blades and look for any stress cracks, chips, or ripped covering, etc. Do not fly until the damaged blade or blades are replaced and rebalanced.

At the field: Prior to starting your helicopter in the pits, users of non-2.4GHz transmitters should put up a frequency pin and make sure your channel is clear before you turn on your transmitter. Do a range check. I repeat do a range check! Keep everything not needed to start your model a safe distance away. Avoid loose clothing. Take a look at your radio; make sure all switches are in the correct position for starting. Make sure you have selected the correct model you are about to start.

Starting the engine: Check to make sure your throttle stick is all the way down. Use your throttle trim to start your engine. Hold one blade grip firmly while you engage the starter and spin up the engine. Once you have a reliable idle you can head for the flight line, by either holding the throttle stick down with your thumb or engage the throttle hold switch on the transmitter (preferred method). The throttle hold switch is a flight mode that must be programmed by you (usually based on a % that corresponds to a specific engine idle setting for that model). The safety benefit of this feature is, should you accidentally bump your throttle stick to high throttle, your engine will remain at idle with no clutch engagement to the main shaft and rotor blades.

Getting ready to hover/fly: Keep a safe distance (25-30 feet) between you and the helicopter. Do not spool up your model at your feet. Avoid hovering at eye level for obvious safety reasons.

Other safety considerations: Do not fly alone. Keep a small first aid kit in your flight box. Never hold the helicopter by the skids with the blades spinning. Most of all use common sense!

From the official newsletter of the Tri County R.C. Club, New Jersey

