



3306 Northampton Drive  
Hilliard, OH 43026

<http://www.torks.com>



TORKS Chapter 2172



TORKS Chapter 625

TORKS TALK April 2007

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**President's Hangar**

By Dave Agee

Well, the last two club meetings have been long, but worthwhile. We now have your 2007 officers in place and the 2007 budget approved. It's now time to make our events happen and have a great flying year at the Field. Not much new to report as this is a short month. I thought you might like to read a few articles from the AMA insider.

**Three Preventable Sins of RC Flying**

By Jim Procise

One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose an airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable. Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps to avoid them.

**#1 Wrong Model Number**

Programmable radios make the sport more fun and arguably safer too. One of the primary benefits of a programmable radio is that it can store settings for several models. With a click of a button, you can call up the setting for the model you're about to fly, complete with trim settings, servo end-point adjustments, servo rotation directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, a reserved rudder and/or steering, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model.

The solution is twofold. One, remember to check the model selected the moment you turn on your transmitter and make sure it matches the airplane you are about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model selected, you'll almost always catch the error if you check the control surfaces before flight.

Having a radio set to the wrong model is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program the servo directions before flying a new airplane. Again, make it a habit to check the movement of the control surfaces before every flight and you'll head off disasters before they happen.

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at  
The Field of Dreams



## President's Hangar

Continued...

### #2 Improperly Located Center of Gravity

Balance is important in full-scale airplanes, but it is even more important in RC aircraft, where fractions of an inch or so can make the difference between a model that flies well and one that is unmanageable in the air. Most construction manuals or plans specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the recommended CG is at or very near the recommended location. If necessary, add lead weight to the nose or tail to achieve the recommended CG. Often, instead of adding weight, achieving the desired CG can be accomplished by moving the receiver battery forward or backward. Always check the CG with an empty fuel tank. If your airplane has retracts that fold backward (like the F4U Corsair), check the CG with the wheels up. Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

### #3 Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter battery, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you are not sure whether they are charged. Most transmitters have built-in voltmeters; don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive expanded scale voltmeter (which should be a part of every flight box). Remember, low batteries lead to crashed airplanes. This is one case where an ounce of prevention is worth a pound of cure.

*See you Sunday May 20th at the TORK's Field of Dreams!!*

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**Meeting Minutes**

**Date:** Sunday April 29, 2006

**Location:** TORKS Field

- Meeting called to order by Dave Agee @ 2:00 PM

- **Roll call:**

- Taken by Matt Findley, consisting of:

- Regular Members--28
    - Life Members
    - Family Members--2
    - Probationary Members--2
    - Affiliate members
    - Junior Members
    - Associate Members

- **Treasurer's report:**

- Given by Dave Agee,
  - Highlights
  - Essential budget for a breaking even year
  - Year-to-year increase in assets
  - Mostly dues to not spending budget Project monies
  - Year in figures amount given unrestricted, unrestricted funds. Details from treasury report available, after meeting

- **Committee Reports**

- **Safety Committee** – Joe Harless-John Lucko-Bob Lewis
    - Bob proposes \$250.00 for safety supplies, Fire extinguishers, sand, 1st Aid Kit
    - John Lucko presented the 911 call Procedures and that we are under Pleasant Township's medical jurisdiction
    - John Lucko also presented a timetable for the flying up until dusk and a timetable for that to be posted
    - Bob Lewis held the discussion on safety whether or not Fire extinguishers should be on the flight line when any gas models are being flown.
    - Also that there is to be **no charging** of batteries in the clubhouse. Batteries (LIPO's) should be charged in approved container. The club for further safety, would provide four pails of sand as these batteries are incapable of being extinguished once they catch fire.
    - Motion was made by Jack Rowlands to approve the funds for the safety officers and was seconded by Chris Walsh.
  - **Orientation Committee** – Bob Queen
    - Bob wishes to make Wednesday night from six o'clock till dusk, training night.
    - All trainers should try to make themselves available on Wednesday night from six o'clock to dusk.
    - There are new trainee forms in the cabinet with the training boxes, the trainees are to fill these out and make sure that they have signed the flight book.
  - **Field Marshall** – Chuck Elkins
    - Check reports the refrigerator was purchased in installed in the clubhouse, urges everyone to check it out.



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- o Site Retention Committee – Greg Poppel
  - Everything doing well as expected.
- o Executive Committee
  - Budget for 2007 presented by Dave Agee
  - Letter from Terry Nitsch in regards to the Budget

Date: Apr. 24, 2007  
 From: Terry Nitsch  
 To: TORKS Club Members  
 Subject: Runway Extension & Jet Scramble



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Sorry I can't be there with all of you, but I would like to voice an opinion or two about the upcoming budget discussion. First, I would like to say that the quote received for the runway extension was quite a bit higher than many of us expected. Member Scott Stottlemire has spent much time negotiating the best deal possible, with most of the dirt work donated, but the aggregate and black top costs are at the going rate and this is the cost. I see no reason to spend a few thousand less and only end up with an additional 100' or so of runway. So as we vote, if the club feels that the cost is too prohibitive, and safety of the Jet Scramble is a major concern, that is fine with me. On the other hand, I see no reason to continue the Jet Scramble at a site that is less than adequate. As I have said before, with the amount of Jet events that are now scheduled (over 40), and with the price of gasoline, the support from the industry and pilots will continue to dwindle at less than optimum facilities. I don't feel justified in asking the TORKS club and the HOOJS committee to put forth a significant enough effort to run this event as it should be run, just to have the support to continue to decline.

Maybe it is time to start a new chapter, and replace this event with one that is more "right sized" for our current facility and safety concerns. I would challenge this organization to remain progressive in promoting model aviation and maintaining our excellent relationship with Grove City. This is a club decision, and I will support whatever the membership decides. Fortunately the Jet Scramble has served the TORKS organization well, and there should no regrets about moving forward in a different manner.

Terry Nitsch

Bob Lewis also proposed the use of two pilot stations at each end of the runway, to accommodate better landing situations. Will be taken under advisement.

Jerry Kerr placed his opinion that the runway extension was necessary for safe operation during the Jet scramble.

Jerry Klemm simply stated the question, why, which brought up the history of the Jet scramble and the benefits of that event to our club form several members.

- Dave advised the club of the procedure for the 2007 Budget if rejected.
- Motion to authorize the treasurer to authorize funds for maintenance activities until a new budget as approved.
- List of decisions to the amendment of the presented budget.
- List additions for the membership to give the executive committee feedback for creating the new budget.
- Motion made Joe Harless and seconded Larry Yaroso
- Voting proceeded by secret ballot. The vote was unanimous for the acceptance of the 2007 Budget as presented by the executive committee
- D. Jackson was nominated for probationary status by Matthew Finley seconded by Greg Poppel, and unanimously approved by the membership.

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• **New Applications for Membership**

Bill White was nominated for probationary status by Randy Thomas, seconded by Matthew Finley, and unanimously approved by the membership.

• **Probationary Members voted to Regular Status**

◆ The following Probationary member was present and had met conditions to be voted to full membership.

- John Lucko was nominated by Greg Poppel for full membership status, seconded by Bob Lewis, and unanimously approved.
- Gary Adair was nominated by Bob Queens for full membership status, seconded by Greg Poppel, and was unanimously approved

• **Old Business**

- Pattern Event in June – Dwayne Gould
- Contest to be held on June 2 and 3rd, workers needed for the event please contact Dwayne Gould
- Warbird/Big Bird in July – Dave Agee  
 CD will be needed for this event, Dave Agee will be unable to accommodate the club for this event anyone interested in being the CD should contact Dave Agee as soon as possible
- 2007 Jet Scramble – Terry Nitsch
- New frequency pin box  
 Dave May-is constructing a new frequency pin box to accommodate the provisions for spread spectrum radio's
- Slab for the Grill  
 Mike Barbee is stated that he will donate the concrete for the grill, work to be done at Mike's discretion.
- Newsletter will only be mailed to those who do not have Internet access  
 Please contact Randy, Mike or Dave Agee to get on the mailing list Effective June 1

**New Business**

Pig Roast/Family Day/Fun flying—CD Terry Nitsch, Matthew Finley

• **From the Floor**

New Windsock pole completed an install, thanks to all who work so hard on that project!  
 Mike Redenshek will investigate the cost of a new TORKS sign made from Granite!

• **Upcoming Events**

- |               |  |
|---------------|--|
| <b>May 20</b> | <b>Next Meeting: at TORKS Field 2:00 PM</b>        |
| June 2-3      | Pattern Meet at TORKS Field of Dreams              |
| June 17       | Club Fun-Fly, Family Day, and 3rd Annual Pig Roast |
- Meeting Adjourned at 3:58 PM

A good landing is one you can walk away from but,

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# UPCOMING EVENTS



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**Sunday MAY 20th**  
**Club Meeting 2:00 PM**  
**The Field of Dreams**



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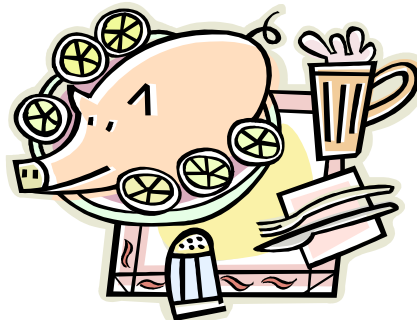
**June 2,3rd**

**Heart of Ohio  
Pattern Classic**

1st Round starts- 10:30 AM



*Come see some of the best pattern flyers!*



**June 17th**

**3rd Annual Pig Roast  
Family Day /Club Fun Fly**

***Fun, Food and Flying!!***

**\*\*RC flying is the most fun you can have while being dressed!\*\***

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# TORKS MAIL BAG

From Bob Queen:

I just reviewed the results for the May 2007 Top Gun event held in Lakeland, Florida to keep check on our friends and members who participated.

Top Gun 2007 Final Results for Expert Class, TORKS members Mike Barbee and Larry Folk.

Seventh place, Mike Barbee, YMF-5 WACO, total points were 187.806  
Eighth place, Larry Folk, PS-18 "Top CUB", total Points were 187.309

I also want to mention that friend John Boyco entered the Pro-Am Class for the first time and finished fifth. He flew his S1-S Pitts and ended up with a total points of 117.836. He flew this Pitts at the Scalemasters last Fall in Muncie with Mike and Larry. His plane was on display at the Westerville show in March of this year. This is just great having our flying buddies from Ohio place this high in a National Event. They did us proud and we congratulate each one of them.

**Please Note:**

The Cardinals Pattern event is Sat/Sun May 19th/20th  
Sorry for any inconvenience!  
Call Bob Queen for more info!

Please note:

If the sky at the field resembles this photo ....

please feel free to reconsider refueling!!



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# TORKS MAIL BAG

## Flight Training

At present, the following individuals are listed as flight instructors for the club:

Don Muth

Randy Thomas

Bill Murray

Dave Agee, and

Doug Johnson.

To assist with our planning process for ground school and flight training, it would help if the instructors would contact Bob Queen and let him know your availability and your interest to continue as an instructor. We also need to confirm what member you're working with on flight training and the progress to date.

We are very pleased to welcome several new members to the club! These members need to contact Bob to determine training needs and to schedule ground school, flight training, and the instructor signoff. It is also recognized that we may have members who might need a refresher, or would like to layout a training program to improve flight skills, or just have a mentor to partner. You should also contact Bob for the appropriate assistance.

Every member is encouraged to take a look at the club web site under the heading Guides, and review the following:

1. Safety Rules
2. Flight Instruction Guide, and
3. Physics of Flight.

If only we knew what we know. Flight training is about thinking and planning ahead. Recognizing our present skill level and then defining an individual plan for us to meet our goals over a period of time. It's the Plan, Do, Check, and Act process. It's a system where all the parts come together to make the whole. A functional process where we ask for example, if I make this input, how should my aircraft react and what should I expect. We really need to understand the fundamentals to this great sport. For example, what really causes the airplane to fly, how does the fuel flow to the engine, what is a stall, and what's the best approach for landing my particular type airplane? These are some examples of the basics that are worth some discussion and consideration.

Bob can be contacted at email [rqueen@csc.edu](mailto:rqueen@csc.edu), or telephone 614-835-5219.

# TORKS EXTRA

Q: What is a RC modeler's favorite summertime treat?

A: A Propsicle

Quote: I have been doing so much, with so little, for so long, that I can do anything with nothing!

G. Ivory

\*\*Old Quote: "Time fly's while you are having fun!"

\*\*R.C. Modelers version " Having fun spending time flying!"

## Are You Infected?

If you can answer yes to more than five of these questions, then you may have a serious infection called RC Hobbypox.

- I need another radio (add a yes for every radio over five).
- I have more than one large box of scrap balsa.
- I save pieces of MonoKote that are as small as a square inch. • I keep broken propellers.
- \$200 for a four-cycle engine is worth it because it sounds twice as good as a two cycle.
- I have more than three airworthy airplanes.
- I have parts to airplanes that are not functional and never will be.
- I need a more powerful engine.
- I have considered buying a new vehicle so I could buy larger airplanes.
- I recognize my spouse and children less than two out of three times. Two yes responses if you just noticed that they left at the start of last flying season.
- I have snow skis for my airplanes.
- I wish twin-rotor helicopters were more of a challenge.
- I can guess the RPM of an engine within five revolutions.
- I have a still in my basement, but only to make fuel.
- I have never noticed the model holding the model airplane in advertisements.
- I have deliberately crashed an airplane so I would have an excuse to buy a better model.
- I bought a DVD player just to watch model airplane videos.
- I visit hobby shops when on vacation instead of going to the beach.

