

## *The President's Thoughts*

by Charles Brooks

Man did spring pop up on us this year. I left out to Florida for a week of training for work. It felt like I was gone a month by how everything turned has green up. Last month it was voted that the April meeting be at the VA due to the fact the weather is still unpredictable. It's amazing how in a large group you can find someone with similar likes. In this week long Computer training, I met a gentleman that also has been flying for a couple years and also fellow that works for Wright Patt Air force base.

I will say I have now joined the craze that going around of having a stryker. Thanks to Jackson I'm now in the stryker club. I will say they are a ball to fly and play with especially in the wind.

As we start to bring our planes out of hibernation, give them a good looking over. A few seconds of now could save your plane.  
See you at the meeting

Happy Flying  
Charles

We will be accepting sealed bids for mowing up until the beginning of the April meeting. If you or know someone that is interested, have them put a bid in.

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### *Dues Reminder. 2007 Membership Pay Up!!*

Also a reminder that the dues are \$55.00 not \$50.00. If you had paid before March 1, then they would have been \$50, **but after March 1 then it is \$55.00** If you have any changes of information and include AMA numbers as well please send that to Bill Saunooke, 109 Hamilton Park. Lexington, KY 40504

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### *NEXT MEETING*

Thursday, April 12, 2007 7:00 p.m.

VA Hospital, Leestown Road

# Treasurer's Report

by Bill Saunooke

**OVERALL TOTAL 9,964.75**  
**BALANCE 2/28/2007 2,772.51**

3/8/2007 LMAC Checking 1882 Jim Jackson \$40.00 total,30.00 donation used. 2007 Warbird And Electric Sanction - 10.00

3/8/2007 LMAC Checking 1883 AMA 2007 Club Charter - 90.00

3/8/2007 LMAC Checking 1884 Kentucky State Treasurer Incorporation renewal & contact change Secretary Expense -4.00

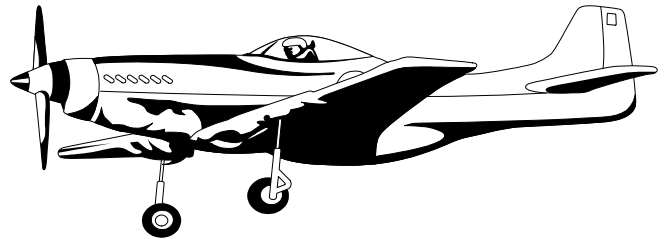
3/20/2007 LMAC Checking 1885 A-1 Sanitation Services march Potty -74.50

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TOTAL 3/1/2007 - 3/31/2007 -178.50

BALANCE 3/31/2007 2,594.01

TOTAL INFLOWS 0.00  
TOTAL OUTFLOWS -178.50

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NET TOTAL -178.50



## ASSETS

Cash and Bank Accounts  
LMAC Checking 2,594.01  
LMAC Money Market 7,370.74

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TOTAL Cash and Bank Accounts 9,964.75

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TOTAL ASSETS 9,964.75

LIABILITIES 0.00



## ***LMAC Minutes***

*by Bruce Hall*

### **LMAC Minutes for 3/8/07**

President Charles Brooks called the meeting to order at 7:00 PM with 25 members present.

Motion to approve the minutes from January was made by Jack Atkinson & 2<sup>nd</sup> by Bob Stewart. Motion carried

**Treasurer's Report:** Checking: \$2,772.51 \_\_\_ Money Market: \$7,370.74

Motion to approve was made by Bob Stewart and 2<sup>nd</sup> by Jim Kayse. Motion carried

**Plane of the Month:** Craig Newman won plane of the month with a Great Planes Little Toni.

The Door Prizes were won by Joe Woods and Bob Stewart.

Bob Welfel was introduced as a new member. Welcome aboard

Charles Brooks gave a very informative presentation on scale detailing. Thanks Charles, great job!

### **Old Business**

- 1 The club received a thank you note from Cardinal Hill for the \$500 donation we made.

### **New Business:**

- 2 Lew McFarland was contacted about introducing surrounding schools to model aviation. Lew is forming a committee to pursue what it would involve. AMA will offer assistance on this. If you are interested in helping or have any questions please contact Lew.
- 1 It's already time to think about field mowing again. If anyone is interested in that job for 2007, please submit a sealed bid to Charles Brooks. They will be opened and voted on at the April club meeting.
- 2 The VA Hospital at Wilmore contacted Charles Brooks about a presentation for the patients there. He will keep us informed as to when this will be scheduled.
- 1 P. J. Ash discussed having a charitable event to make us more visible in the area and raise money. He has done this for the last several years in Georgia with great success and would like to try it here. This will be discussed more in the future with possibly something planned for next year.
- 2 Motion was made by Joe Woods and 2<sup>nd</sup> by Jim Jackson to have our meeting at the VA Hospital in April. Motion carried
- 3 Motion was made by Jim Jackson and 2<sup>nd</sup> by Lee Wright to have food at the meetings, when we meet at the field, from May to August. Motion carried
- 4 Club picnic will be scheduled for July 28, 2007. Motion was made by Jim Jackson and 2<sup>nd</sup> by Dave Price. Motion carried

Don McFadden made the motion to adjourn, 2<sup>nd</sup> by Joe Woods. Meeting was adjourned at 7:40 PM

## Tool Definitions

1. **DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.
2. **WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "SH\*\*!!!"
3. **ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.
4. **PLIERS:** Used to round off hexagonal bolt heads.
5. **HACKSAW:** One of a family of cutting tools built on the Ouija board principle: It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.
6. **WISE GRIP PLIERS:** Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.
7. **OXYACETYLENE TORCH:** Used almost entirely for setting various flammable objects in your shop on fire. Also handy for igniting the grease inside a wheel hub you're trying to get the bearing race out of.
8. **WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.
9. **HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new disc brake pads, trapping the jack handle firmly under the bumper.
10. **EIGHT-FOOT LONG DOUGLAS FIR 4X4:** Used to attempt to lever an automobile upward off a hydraulic jack handle.
11. **TWEEZERS:** A tool for removing splinters of wood, especially Douglas fir.
12. **TELEPHONE:** Tool for calling your neighbor to see if he has another hydraulic floor jack.
13. **SNAP-ON GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for removing dog feces from your boots.

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14. **E-Z OUT BOLT AND STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.
15. **TWO-TON HYDRAULIC ENGINE HOIST:** A handy tool for testing the tensile strength of bolts and fuel lines you forgot to disconnect.
16. **CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:** A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.
17. **AVIATION METAL SNIPS:** See hacksaw.
18. **TROUBLE LIGHT:** The home builder's own tanning booth. Sometimes called drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.
19. **PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper-and-tin oil cans and squirt oil on your shirt; can also be used, as the name implies, to round off the interiors of Phillips screw heads.
20. **AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to an Pneumatic impact wrench that grips rusty bolts last tightened 70 years ago by someone at Ford, and rounds them off.
21. **PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.
22. **HOSE CUTTER:** A tool used to cut hoses 1/2 inch too short.
23. **HAMMER:** Originally employed as a weapon of war, the hammer now-a-days is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.
24. **MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front
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## ***ON THE MOVE!!!!***

Speeders Hobby Center is now open in Lexington. We are located about 10 minutes from the flying field at the corner of Winchester Rd and New Circle in the Village East Shoppes. The parking lot is shared between Spencerian College, Continental Inn and our shopping center. The new phone number is 859-402-2277. The Frankfort number is also being forwarded to the new location. Our hours are 10AM to 6PM Monday through Saturday. We have tripled our square footage and added some cool new features such as individual simulator rooms, a library with magazines going back to the early 1960s and a snack center in case you want something to take to the field with you. Come on by and check it out!

Keith Hollified

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Lexington, KY 40505  
(859) 402-2277  
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[sales@speedersonline.com](mailto:sales@speedersonline.com)



From Aero R/C Club, Lennon, Michigan

## *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.



From the Palm Beach Radio Control Association, Boca Raton, Florida

## *Finding Your Center of Gravity.*

This is one of the most overlooked parts of setting up airplanes. In the old days, if the airplane was nose heavy that was the proper CG. That was the old-school way and that's what I was told by pilots who trained me and whom I looked up to. Most of these pilots were in the IMAC and IMAA scene. Also I was trained to balance my airplanes on my fingers and to use weight to balance my airplanes. I was also told to balance the airplane to the CG on the plans or whatever the instruction book has in print...sound familiar?

What I have learned over the years is that these "words of wisdom" might not always be correct and it is possible to improve on them.

Let's break this down. Balancing your model to the plans is a great place to start, but only a start! The model may balance differently from the plans depending on the various equipment you add as well as what is needed for your flying style. So try this the next time you want to balance your airplane, I hope that this will help get the job done!

Once your airplane is balanced to the plans, fly it around the field and adjust the trims. Next, fly the airplane into the wind on a 45-degree up line and perform a half roll. When the airplane is inverted, let the stick go on the elevator. If the nose pitches up... its tail heavy. If the nose goes down... the airplane is nose heavy. If the airplane stays straight... the CG is dead on.

When you balance your airplanes, you should try to use some type of CG machine. If you have used the finger method, I can promise you can do a "better job for the airplane" and chances are you could be balanced incorrectly.

### ***There are different ways of balancing the different type of aircraft models:***

- If it's a high wing or trainer... balance the airplane upright on the bottom of the wing.
- If the airplane is a mid wing or lower mounted wing, balance the airplane upside down.
- Use the battery to help with the CG by moving the battery forward or aft before adding extra weights.
- Balance your airplane left and right as well as fore and aft. This is done by hanging the airplane on the thrustline at the points forward and aft on the fuselage to obtain the wings to be level. Again, equipment placement before adding weight.

**The goal:** balanced airplanes. They fly safe. You will be able to fly the airplane in any direction, whether upright or inverted. Landings are easier, and less damage from any landing is always a good thing! The model's settings should not have to be done with major trim and you should not have to put any pressure on the stick to keep it level. All your trims on the radio should be centered. If you are flying around and your trims are not centered something is not set up correctly. This leads to flight problems and unsafe aircraft.

## ***2007 EVENT CALENDAR***

### ***Flying events at Lexington Model Airplane Facility***

Cub Event.....	June 9
Warlord Fly-In.....	August 4
Electric Fly-In.....	August 18
Helicopter Fly-In.....	September 8, 9,
Giant 3-Day Event.....	September 21, 22, 23
Swap Meet.....	November 10

