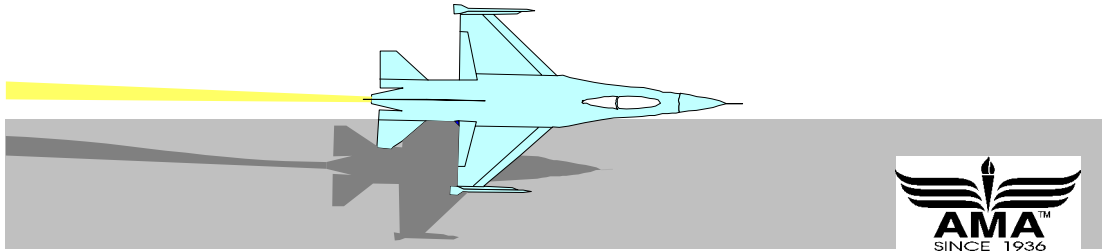


PLANE TALK

January 2009

Newsletter of the Lexington Model Airplane Club



NEXT MEETING

Thursday, January 8, 2009 7:00 p.m.

VA Hospital, Leestown Road

Treasurer's Report

by Bill Saunooke

12/3/2008 LMAC Checking 1973 Pinkstons lock for shed Field Expense:New Lock And Keys -16.91

12/3/2008 LMAC Checking 1975 Don Tallman Refund (Transfer cancelled) Dues 2009 -75.00

12/11/2008 LMAC Checking 1976 S Joe Woods flyers and mail cards FLY INS:Swap Meet -37.12

stamps FLY INS:Swap Meet -33.21
AMA listing FLY INS:Swap Meet -10.00

12/11/2008 LMAC Checking 1977 John Royalty July-Oct,08 Newsletter -140.73

12/16/2008 LMAC Checking DEP S Deposit

J.Woods Dues 2009 75.00
L.Wright Dues 2009 50.00
R.Mitchell Dues 2009 75.00
D.Price Dues 2009 50.00
E.Hutchens Dues 2009 50.00
W.Antle Dues 2009 75.00
D.McFadden Dues 2009 50.00
J.& K. Cummings Dues 2009 51.00
B.Pirschel Dues 2009 50.00
M & B Doroha Dues 2009 65.00
M.Gambrel Dues 2009 50.00
P.Adanic Dues 2009 50.00
E.Reed Dues 2009 50.00
D.Estes Dues 2009 75.00
D.Tallman Dues 2009 75.00
D.Tallman Key Deposit 3.00
M.English Dues 2009 55.00
S & D Parker Dues 2009 76.00
S Parker Key Deposit 3.00
profit FLY INS:Helicopter Meet 367.00

TOTAL 12/1/2008 - 12/31/2008 1,082.03

BALANCE 12/31/2008 17,693.15

TOTAL INFLOWS 1,395.00
TOTAL OUTFLOWS -312.97

NET TOTAL 1,082.03



ASSETS

Cash and Bank Accounts
LMAC Checking 17,693.15
LMAC Money Market 851.00

TOTAL Cash and Bank Accounts 18,544.15

TOTAL ASSETS 18,544.15

LIABILITIES 0.00

OVERALL TOTAL 18,544.15

BALANCE 11/30/2008 16,611.12



LMAC Minutes

by Len Greathouse

Meeting called to order by Charles Brooks

Meeting minutes and Treasures report
Motion to approve by Charles Brooks
Seconded by Curtis Adams

Butch Krebs accepted the safety officer position.

Curtis Adams will contact Lexington Parks and Recreation to include information about LMAC in their Fun Guide to Lexington publication.

Curtis also discussed Presidents message in the AMA magazine, how AMA will publicize generous efforts of local clubs to charities.

Curtis will contact Cardinal Hill Hospital to make a presentation at the January meeting.

Jack Adkinson is looking for volunteers to give presentations for the upcoming year.

Bob Stewart recognized Charles Brooks for his service as president of LMAC.

Presentations:

Dave Giles of the Clark County Barnstormers gave a very informative presentation on Aerial Photography.

Brooke Doraha presented an excellent video on LMAC flying events for 2008. This video was part of her college class requirements.

Butch Krebs gave safety tips on fast charging NIMH batteries. Charging to fast can cause the batteries to explode.

No plane of the month

Motion to adjourn meeting and 2nd by Butch Krebs

Editor's Note

By John Royalty

Another year is in the books. It really doesn't seem like it could already be 2009. The older I get the faster each year goes by. The Numb Thumbs Fly turn out to be just as the name implies, it was around 42 degrees and cloudy the second half of the day. The folks that showed up for the day, flew everything from warbirds to electric powered planes. My best guess of the attendance was about 40 people through out the day. If you didn't come to join the fun, you missed out on some great fun and also missed some GREAT Chicken Chili which Jennifer Newman made and shared with those that came to fly. Wow, this chili is sooooooo good. Thanks Jennifer for bringing a big pot of chili and sharing with us. It felt good to be out and finally flying again, because of a busy 2008 fall I didn't get much flying in. Hope everyone had a good holiday and is working on those winter projects. Before you know it, it will be spring and time to bore those holes in the sky.

See ya at the field

John

Murphy's Law as Applies to Model Planes...

If something can break, it will.

Gravity Takes No Prisoners.....

Trees are ALWAYS closer than they appear.

To calculate the location of the exact rear center underneath your workbench, just drop a small screw.

The screw you forgot to check during your preflight will always be:

- A: The first one to come loose.
- B: The one that causes the most damage when it comes loose.
- C: The one behind the transmitter.

When there appears the best thermal bubble of the day, the receiver or transmitter batteries are empty or too weak.

If you want to hear from your son by phone, just glue a part of your plane with 12 minute or longer epoxy that you have to hold together by hand and he will call for sure. Mine always does.

Always carry a cigarette lighter for cremations of vertical landings.

Always carry a spade for digging out the engine prior to cremation, or for giving a decent burial if the lighter fails to operate

During the hay making season, carry a mobile phone to contact the emergency services during the cremation of your plane and all surrounding fields, woodland areas and the local farmhouse.

If you can't go flying tomorrow, the weather will be perfect.

The right way to cover a certain shape is always found out the day after you just covered it the wrong way.

If it's not a taildragger, it will be.

The chance of your plane getting hit by a passing truck on the highway next to your field is inversely proportional to your instructor's experience as an instructor. May my Avistar 40 rest in peace...

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The number of radio hits is inversely proportional to the flying skill of the pilot.

Glide distance is exactly equal to the distance between the spot where the propellor assumes the horizontal position, and the nearest spot level enough for a landing *minus* 10 feet.

Landing skills improve as the number of spectators

It always rains on your day off..

No plane is *ever* big enough.

Just when you've finally obtained a vehicle that's large enough for you and your planes, your wife will claim it for use as the family vehicle, leaving you with the two-door sports car.

Like milk, every airplane has an expiration date... some sooner than others

The probability of launching a glider is directly proportional to the number of times that you have seen a high-start being used, multiplied by the time that it takes for you to set it up, divided by the number of avid flyers that are watching you .

The amount of power remaining in your starter battery is inversely proportional to the number of beginners watching times the probability of getting another day of good flying weather this month divided by the probability of your engine starting easily.

There are two types of Radio Controlled airplanes: Ones that have crashed, and ones that will.

When building a model, You will always find the missing part, just as you have finished

The chance that you will totally trash your plane is directly proportional to your level of anxiety, times the number of planes that you have built, divided by the probability of flying your first plane at night and that you had to use a black covering on it.

If there is only one tree in an otherwise deserted area, your model will always fly into it.

When an expensive model is in the air, there will always be a young child within range playing with his model car, whose radio will be on the same channel that you're using.

Holding a transmitter always causes an overpowering itch all over your body as soon as your plane takes off.

The number of electric flight packs that you burn up equals

A: The number of times your charger false-peaks, times

B: The amount of time you ignore the charger, divided by

C: The amount of time you spend working on your buddy's airplane.

The velocity of the wind is inversely proportional to the size of your plane.

The gustiness of the wind is inversely proportional to the wing loading on your plane.

The number of bugs biting you or otherwise interfering with your flight is proportional to the speed of your plane times the number of people watching you. (sort of a generalized Fire Ant Principle)

The probability of it raining on Sunday morning is directly proportional to your chance of getting enough instructors together at the field to take your check out ride to get your wings.

CA is a medical adhesive. As such, it is much more effective at gluing fingers than balsa.

The quality of your landings is inversely proportional to the number of people watching you times by the number of hyperactive little kids running onto the runway.

Canadian Geese prefer mowed runways and pit areas.

All but one maneuver is optional: the landing.

When, during the construction of a model, you need three hands and yours are busy, the bottle of CA you were using will secretly lay down, spilling the contents to the floor and you, in your bare feet, will stand in it, gluing yourself in position.

The farther you fly into the trees, the smaller your plane becomes.

Full Scale Axiom: Any landing you can walk away from is a good landing.

Radio Control Corollary: Any landing you can walk back to is a good landing.

The probability of an engine quitting is directly proportional to the distance the plane is from the landing area.

The size of the pile of grass clippings is inversely proportional to the chance of your "touch-n-go" landing run hitting the pile dead center.

The chance of stepping on a fire-ant mound while flying is directly proportional to how much money you spent on the plane.

The guy who can't take off without crashing into the pits will always go up when you're flying.

There is always somebody on your frequency.

A new glow plug will last forever if you have spares, but only about a half-an-hour if you don't.

When you get to the field, the chance that a part in a new plane will work properly is inversely proportional to how anxious you are to get the damn thing in the air.

When a part (invariably) doesn't work, it will be the one located in the hardest to reach location in the fuselage and requiring the removal of the most screws.

Only when the part has been totally removed from the plane will it be realized that the part removed was the wrong one, and one in a completely different part of the plane is the culprit.

When reinstalling the part, one screw will always come up missing.

When you finally get the right damn part removed, it'll be one you don't have a spare for, and the hobby store will be closed that day.

When refueling a plane, the chance of tasting glow fuel can be calculated by using the formula: fuel tank size, divided by the mean air pressure plus the ambient air temperature and multiplied by the number of beers you had for lunch.

Even if needle valves were located in the tail of a plane, sooner or later you'd put your damn finger through the prop while adjusting it.

The size of your plane is directly proportional to the size of your ego.

The size of your engine is directly proportional to the size of your wallet.

The size of your workbench has nothing to do with the size of your plane, your engine, or your house, but with the size of your spouse's heart.



You Might be a Redneck Pilot If...

(courtesy Alice Munday, Newport News Parks R/C Club in Newport News VA)

- Your stall warning plays DIXIE
- Your cross country flight plan uses flea markets as check points
- You think sectionals should show trailer parks
- You've ever used moonshine as AvGas
- Your 172's wheel pants have mud flaps with a reclining nude
- You've ever taxied around the airport just drinking beer
- You wouldn't be caught dead in a Grumman Yankee
- You constantly confuse Beechcraft with Beechnut
- You think GPS stands for GOING PERFECTLY STRAIGHT
- You refer to formation flying as "We got us a convoy."
- Your matched set of lightweight flying luggage is 3 grocery bags from Piggly Wiggly.
- You have a gun rack in the rear window
- You have more than one roll of duct tape holding your cowling on
- You figure mud and manure in your weight and balance calculations
- You siphon gas from your tractor to go flying
- You've never landed at an actual airport even though you've been flying for over 20 years
- You've ground looped after hitting a cow
- You consider anything over 100 ft AGL as HIGH altitude flying
- There are parts on your airplane labeled JOHN DEERE
- There's exhaust residue on the right side of your airplane and tobacco stains on the left
- The tread pattern IF any, on all three of your tires is different
- You have a pair of fuzzy dice hanging from the magnetic compass
- You put hay in the back seat so your dogs don't get cold
- You've got matching bumper stickers on each side of the vertical fin
- There's grass stains on the tips of your propeller
- Your hanger collapses and 4 of your best dogs are killed
- Somewhere on your plane there's a bumper sticker that reads "I'd rather be fishin'"
- You navigate with your ADF tuned to only AM country stations
- You think an ultralight is a sissy new beer from BUDWEISER
- Just before the crash, everybody on the UNICOM freq. heard you say, "Hey Y'all, watch this."



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Thanks to these merchants for providing gift certificates for club meeting prizes.
Plane of the Month & Door Prize.



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