

July Meeting Minutes

by Lanora Campbell, Secretary

The meeting was called to order by President David Campbell at 7:00 PM. There were 15 members present.

Motion was made and accepted to approve the minutes as published. Bob Schwandt then gave a members report of about 70 members. Bob then reported on the Hat and T-shirt sales from the Open House of \$17 and the food sales brought in \$67.10. Bob then gave the final treasurer's report. Motion was made to accept the treasurer's report with a balance of \$11,956.94.

Old Business:

Barry gave a report on the Open House and said that everyone had a great time and everyone tried hard to stick to the flying schedule that was put in place.

It was noted that the Swap meet that was held June 21st at the field didn't have much activity.

We haven't heard any more about hosting a Pylon Race so it has been tabled until later.

Sparky still hasn't confirmed the Float Fly for August with the Park Board. It seems there is some conflict going on and it may have to be August 23rd and 24th because those dates were published in the AMA magazine. The practice date for the float fly is still July 19th. Any questions about the event contact Sparky Wessels.

The Club still plans on doing another Static Display October 5th. Holding another Open House afterwards is still being debated.

New Business:

Ray Niles had a gas grill for sale and brought his

camera to show the club pictures. The grill at the field has needed to be replaced. The club decided to purchase the grill. A motion was made and accepted to purchase it from Ray for the \$65.

Jeff Schmidt had brought up at the last meeting to be looking for a location for the December meeting the club didn't vote on a location since Jeff was not at the meeting but postponed on voting until Jeff could bring the information before the club.

It was brought up to the club that we were in need of a wind speed indicator like the one we had before at the field. David Campbell volunteered to find one at a reasonable cost.

Since the cost of gas has gone up so much it was brought before the club to give Forrest a \$300 a year fuel surcharge to help defray the increase in fuel costs. This is to be paid with the mowing bill. The motion was made and accepted.

With no other business to come before the club the meeting was adjourned at 7:30 PM.



Dangit Sparky! Sheesh! You just can't tell some people that having a Float Fly and a Ski Fly at the same time is a REALLY BAD IDEA!

Inside this issue:

Meeting Minutes	1
President's Corner	1
Calendar of Events	2
Attributes of Balsa	2
Membership Form	3
Club Officer Roster	4

LAKE AREA FUN FLYERS SQUADRON

3rd ANNUAL FLY IN
September 5th, 6th and 7th

You are invited to join LAFFS again this year for another enjoyable 3 days of Radio Control flying on their beautiful 800 feet grass strip in the Fairfield Bay, Arkansas area.

There will be great food, fantastic raffle prizes and thrilling demonstrations along with all day open flying.

There are also awards for Best WWI, WWII, Best of Show, Most Spectacular and Best scale to be won!

AMA registration is required and a \$10 pilots fee will be charged.

Examples of raffle items:

- Hanger9 P-51 Mustang-60 size ARF.
- JR DX7 Spektrum 2.4Ghz (complete set)
- AR 7000 Spektrum Receiver
- AR 9000 Spektrum Receiver
- Goldberg Cub built and covered

For more information, send an email to hatter@artelco.com or call Gene Hatfield at 501-884-3540



Thank y'all fer flyin Redneck Airlines. Soon as Bubba gets them pigs 'rounded up an' bolts on a new set of mudflaps, we'll be on our way.

President's Corner

by David Campbell, President



Not much to write about this month! It has either been hot, windy or rainy on just about every day that I had any time to go fly.

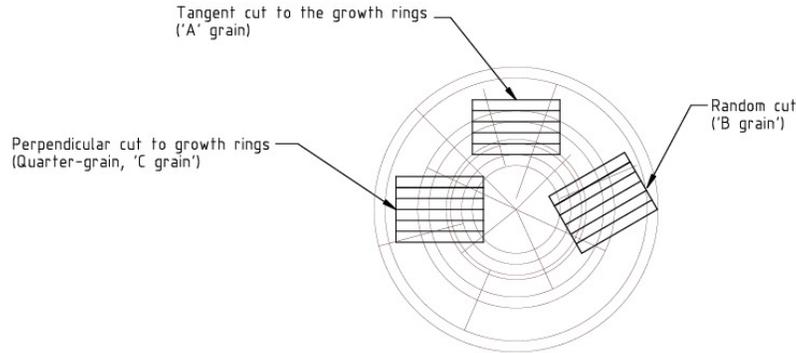
Usually on July 4th everyone has family activities going on but this fourth I decided late in the day to go to the flying field. I figured it would either be crowded or no one there at all. Well it was kind of the latter. There were only two people out there. I did get to see some great helicopter flying though!

Lanora and I took the Kadet Senior out for a spin about 4pm and flew until about 7pm that evening. Wow, what a beautiful day it was. High seventies and just a little light north wind! It just doesn't get any better than that in the summer months to fly. Lanora flew two flights and we did something that I have never done before with that plane. We ran it out of gas! It flies about 18 minutes on a tank and I kind of lost track of how long we had been in the air. Not to worry, it glides very well and we made the field with no problem.

(continued on Page 2)



Attributes of Balsa



'A-grain' - also known as **Tangent Cut** - has a long grain, smooth creamy appearance and is very flexible but lacks stiffness.

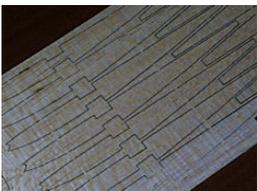
This cut is called a tangent cut because the sheets of balsa are sliced off at tangents to the growth rings.

Ideal for: sheet covering on curved fuselages. Wing leading edges (D-boxing etc). forming tubes (motor holders) and flexible spars.



'B-grain' - also known as **Random Cut** or **Mixed Grain** - vary a lot in properties, often a single sheet will vary from **A** to **C** grain across its width.

If possible, avoid buying sheets that change grain type across the surface, i.e. they appear to be C grain on one side and A on the other edge these will cause warping issues. You will find that most local hobby stores stock tends to be in the 'B-grain' category simply because from a given tree there is only going to be a limited number of quality A and C selections. This cut of wood is useful as a general purpose selection, if you don't have specifically a Tangent or Quarter grain stock selection to use for the job at hand, then the random cut will suffice.



'C-grain' - also known as **Quarter**

Grain - has shorter grains and mottled in appearance. Typically it is quite stiff but subsequently brittle and prone to splitting along the length of the sheet. These sheets of balsa are cut at a perpendicular angle to the growth rings. Of all the cuts this is regarded as the most aesthetically beautiful.

Ideal for: Sheet balsa wings and tails, flat fuselage sides, wing ribs, fuselage formers, and wing trailing edges.

Balsa is supplied pre-cut into an array of thicknesses. Kits and plans will nearly always specify what thickness to use (and sometimes what grain). Common thicknesses are 1/32" (0.8mm), 1/16" (1.5mm), 3/32" (2.4mm), 1/8" (3.2mm), 3/16" (4.8mm), 1/4" (6.4mm) and 1/2" (12mm). Because both imperial and metric thicknesses are generated based on where the balsa is cut, you may find there are minor differences in the thickness availability. There is no problem if the plan calls for 3/16" and you can only obtain 5mm, these are small differences and will usually be sanded off later.

Typically balsa is sold in 36" (914mm) and 40" (1000mm) lengths. Longer sheets can be obtained on special request from the cutting factory.

The two most common widths are 3" (75mm) and 4" (100mm).

The wider the sheet the more expensive the balsa becomes, this is because a wider sheet requires a larger tree to be cut reliably. If you try to obtain a wider sheet from a tree that is too small/young it will be poor quality due to the grain excessively changing across the width. Expect to pay a premium for good quality wide sheets.

Calendar of Events

August 2008						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						
August 7th - Club Meeting, Library Center South Room A						

President's Corner (from Page 1)

I was a little disappointed that there weren't more flyers to share the day with but with gas being almost \$4.00 a gallon and it being a holiday I guess it kept people away. I'm wondering with fuel cost being what they are if our club will survive? Should I ask will the sport itself survive? It's not bad if you just live a few miles from a flying field but then that may put you a greater distance from work. As for me, it is a 50 mile round trip to the flying field and at 18-20 MPG for my F-150 that's about \$10.00 for gas just to go out and back. It doesn't sound like a lot until you add it to your monthly gas bill for going to work and then you start cutting out any trips that you don't really have to make. I think that coming to the monthly meetings is one of those trips most of our club members have chosen to omit. That is why I ask, will our club survive? With hardly any input and very few club members at the monthly meetings, how are we supposed to conduct business? What topics do we talk about? Who brings up new business? If nothing is going on at the monthly meetings then why come?

Humm... all good questions!

The answer is... (Envelope please, followed by a drum roll)... because you will only get out of this sport what you put into it! This is a "club" with 70+ members and we need input from every one of you. Share, talk or do whatever it takes to help promote the sport.

If not... Then what?

Balsa Density	Usage
6lb/ft.cu. (100kg/m.cu)	Contest grade balsa, hard to obtain reliably. Used a lot for indoor planes where lightweight is more important than outright strength
8~12lb/ft.cu. (120~200kg/m.cu.)	Common grade balsa, widely available, cheap. This density of balsa is what most model kits are made of.
24lb/ft.cu. (380kg/m.cu+)	Don't use for models, if you need extra hardness in wood use something like spruce or birch. Leave this balsa for building houses

Springfield R/C Club

(Black Sheep Squadron)

Springfield, Missouri

Name: _____

Name of significant other: _____

(Optional)

Mailing Address: _____

City: _____

State: _____

Zip: _____

Telephone: Home _____

(Optional) Office or Cell: _____

Radio Frequencies You Will Broadcast On: ____ _

E-Mail Address: _____

AMA Membership Number: _____

Note: Proof of membership in the AMA is required for membership in the Blacksheep Squadron.

All members are to complete and sign this form, mail a copy of your AMA card along with this form and include a check payable to SPRINGFIELD R/C CLUB to:

William "Bob" Schwandt, Treasurer

Phone: 417-268-0088

3638 W Driftwood St

Email: treasurer@mchsi.com

Springfield, MO 65807

I agree to abide by the club's constitution and bylaws, club field rules and the rules and regulations of the Academy of Model Aeronautics.

_____ Date: _____

Member Signature

2008 Officers

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dmcampbell@att.net

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