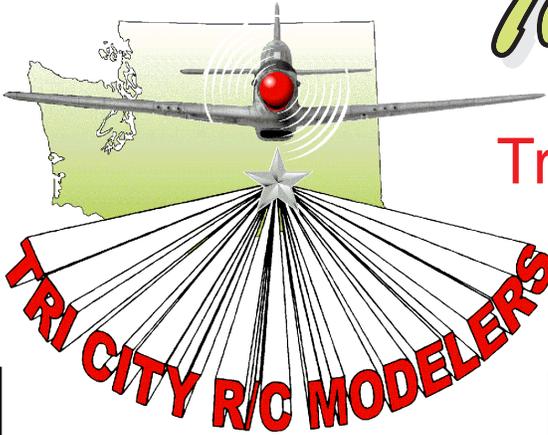


January 2005 issue of...

The Leading Edge

Newsletter of the

Tri-City Radio Control Modelers



2003 TCRCM Officers

President: **Dennis Cone**
president@tcrcom.org

Vice President: **Bill Bowen**
vicepres@tcrcom.org

Secretary: **Doug Larson**
secretary@tcrcom.org

Treasurer: **Fred Fisher**
treasurer@tcrcom.org

TCRCM Editor, **Ted Tanasse**
leadingedge@tcrcom.org

TCRCM Web site: www.tcrcom.org

Reminder!...

Please come to our next **TCRCM Meeting**, held at the Kennewick Mid-Columbia Library at 1620 South Union Street in Kennewick, WA, at 7:00 PM on Wednesday, February 16th, 2005.

Don't get grounded by your significant other, remember **Valentine's Day**.

Great time to check over your equipment to make sure it's in good working order before another season of flying.



Editor's Corner

By Ted Tanasse

So far, in 2005, we've had a lot of great days to fly already. Unfortunately, they have been Monday through Friday. What is the deal with mother nature and the working modeler. She dearly loves the retired modelers and wants nothing to do with the working ones. I had my model all charged up and ready to go several times in January only to be grounded by nasty weather of some sort.

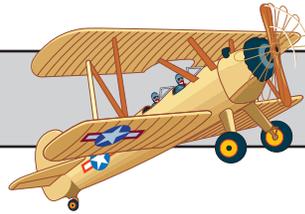
There has been a lot of flying action between computers. Many local area modelers have taken to the Microsoft Combat Flight Simulator (CFS) games. There are three versions of the game. Our group uses the original CFS I game and the newer CFS 2 Pacific Theater games. There is a CFS 3 Battle for Europe as well.

I have all three and really enjoy the CFS 3 game. In my Spitfire I can hold my own pretty well with from pilots all over the globe, but if you get pretty good or score too many kills, pilots are bound to team up against you and it eventually evens out. In CFS 3, I can choose from 34 variations of 18 different planes, including some jets and experimental planes. They all handle differently. My joystick isn't working with my computer right now, so I am grounded until further notice.

Have you chosen a new year's resolution? Make yours to attend your TCRCM meetings this year. They are usually held on the third Wednesday of every month. I always come out of each meeting learning something new about our club, hobby, or flying. It's also a great place to meet some of the guys we all fly with.

We need Contest Directors (CD's) for our events this year. The events will most likely be canceled without a CD, so if this is something you would like to do and you are a certified CD, come to a meeting and take charge of one of the events. I believe you'll find people willing to help.

I'm really looking forward to seeing you all at the field this year. Let's all have a great time and a lot of success in 2005. Cheers!!!



Editor's note: Since starting to fly back in 2000, I have never seen the rules for Clyde Crashcup spelled out so clearly in an email to our discussion group. I thought I would add them here too for those who may not be a part of our discussion group:

Rules of the Clyde

By Craig Christensen
aka Chemikazee Clyde

Rule one: Airplanes that are damaged must be damaged in the act of piloting a model airplane (flying, landing, or taking-off an airplane). Airplanes damaged by other means such as closing a car door on them, dropping them, or stepping on them at the field are not eligible for Clyde points but rather are considered brain farts or dumb-asses, not Clydes.

Rule two: The plane must be so damaged that it cannot be flown again at that flying session without considerable risk of further damaging or crashing the airplane. Minor cosmetic blemishes such as punching a hole in the covering is not cause for a Clyde.

Rule three: Damages resulting in a plane not flyable that are repaired at the field are not cause for a Clyde as long as the repair renders the plane flyable, **AND** the plane is flown again upon completion of field repairs. Planes damaged in the act of flying but are flyable and re-flown; or planes damaged, repaired at the field, and re-flown are not considered Clyde points. However, planes damaged so as to be unflyable, then field repaired but not re-flown are a Clyde point. If a pilot does not have the intestinal fortitude to re-fly a field repaired airplane under it's own power, then a Clyde is awarded. Any plane damaged as the result of flying and not flown after the damage is awarded a Clyde point. The pilot must fly the airplane after damages to clearly prove that the plane is flyable or a Clyde is awarded.

The point of it all is that I don't want minor insignificant damages, or damages caused by accidents that are not directly in the act of flying or piloting a model radio controlled airplane considered for Clydes.

Wipeouts are awarded two Clyde points. A plane is considered wiped out when the damages are so great that

the plane is discarded and/or never flown again, or so severely damaged that it would take more time to repair the damages than it would take to rebuild it as an ARF or ARF equivalent. For the sake of argument, anything taking longer than 40 hours in repairs is an ARF equivalent. If you repair and re-fly it in a total elapsed time of less than the typical work week, then only one Clyde point is awarded and not two Clyde points for wiping out.

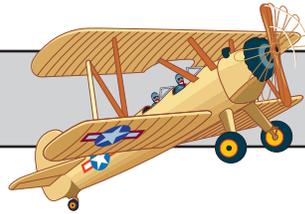
This year's Chemikazee Clyde has the final word in deciding whether Clydes are or are not awarded. Questionable calls will be decided by me (Clyde). A Clyde advisory committee (tattle tale or rat) may be formed should any club member or members volunteer for such duty. Such a volunteer will remain anonymous and be known only to me (Clyde) if so desired.

I'd like to try a new category this year called brainfarts. Brainfarts are newsworthy items or lessons learned. Items such as damages resulting from accidents not involved in flying is considered a brainfart. Dropping or stepping on an airplane or closing a vehicle door on a plane are examples of brainfarts. Also close calls resulting from poor pilot judgement or from errors in building or repairing an airplane also qualifies for brainfarts. Brainfarts will not result in any Clyde points being awarded. I have a personal example of such a brainfart. Last year I put 8 ounces of lead weight over the CG on Spacewalker to try to inhibit it from porpoising during landing. Once when flying a vertical up-line maneuver, the weight came loose and ended up in the tail. The resulting tail heavy plane nearly crashed as I slowed down for landing because the tail would drop then the plane nearly porpoised into the ground. This repair mistake did not result in a crash, but a near miss and is a good example of something not to do (brainfart).

To be perfectly clear, this year's presiding Clyde is not eligible for Clyde points this season.

This is probably not the last word in rules of the Clyde, but should be more than sufficient to get the ball rolling in defining this year's Rules of the Clyde for this season's Race for the Clyde.

Happy Flying and honestly and sincerely hope there are minimal Clyde points this season,



2005 Polar Bear Fun Fly

By Ted Tanasse

I had to laugh on the way up to the field. It was cold, but no wind or rain as I packed my truck. I thought I just might get one flight in before mother nature decides to take her wrath out on the field. About halfway there, it begins to rain. By the time I was by the dump I needed my wipers. This is when I began laughing out loud in my truck. How typical is this situation. Oh well, my coffee is hot... may as well see who's out there.

Only the "Hardy Boys" showed. Believe it or not, we had some early flying done by Gordon Anderson and Lyle Laherty with electrics. I believe Bret Bowen got a flight in as well.

Gordon's plane went a little bezerk but he managed to get it down when he had control of it. No Clyde points as the plane was definitely flyable.

Lyle flew his plane without the electric engine. He tossed it into the wind and landed it safely to the ground. "I got my flight in." He said.

There was the famous "Bowen Chili" in the shed to keep us warm. I personally didn't fly but had some yummy chili.

Fred Fisher was out handing out new membership cards and taking money for memberships on the spot. He had his laminator set up.

We had some visitors at the field as well. A father and his son are keenly interested in joining and getting to know the in's and out's of flying R.C. aircraft. Unfortunately, it would have to be another day. They got to talking with us and we served them up some chili.

I'm sure there may have been a few others that showed up after I left and to those who did, I salute you... from the comfort of my warm and cozy home.

Support these local hobby stores...

Hobbytown

1360 N. Louisiana Str.
Kennewick, WA 99336
509-783-9130

Parkade Hobbies

216 West Kennewick Ave.
Kennewick, WA 99336
509-585-2510

West Coast Hobby and Raceway

2239 Stevens Drive
Richland, WA 99352
509-375-4995

Mike's Model Aircraft Supply and Hobby Center

505 N. 20th Ave.
Yakima, WA 98902
509-453-8238



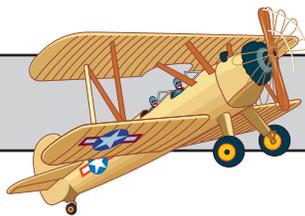
2005 TCRCM Banquet

by Steve Sterling

The Tri-City R/C Modelers put closure on each year with their annual banquet. 2004 came in with a snort of old man winter, and those that attended the festivities Saturday night, January 15, had to fight cold, icy roads and a few inches of snow for the close. As usual, the location was Roy's Western Smorgy, where the selection is fair and the price reasonable to spend an evening with old friends. Considering the weather, there was a pretty good crowd.

As people began arriving, Craig Christensen was showing his newly arrived "sporty scale" P-51 Mustang from KMP, produced by our buddies up in Victoria Canada. Gel-coated fiberglass fuse and cowl sets it aside from the standard balsa fare. The ARF comes complete with some heavy duty air-type retracts and with a 72 inch wingspan, is just right for Craig to "move up" into his first warbird. We all tried to get him to donate it for a door prize-- no luck!

Once coats were shed and everyone had a chance to greet each other, it was look out, here comes the buffet attack. No slackers when it comes to chow, TCRCM members and significant others piled their plates high with salads, chicken, roast beef, fish and ribs.



After the primary mission was accomplished (feeding our faces), Dennis Cone, 2004-2005 club president, opened an informal meeting with a little synopsis of 2004's successes. Then it was award time. First off was the coveted "Clyde Crashcup" award. Fred Stong, 2004 holder of the cup discussed the history. It started originally as the Bent Prop award. A virtual who's-who in R/C have held the honor-- those that really stretch the envelope in their flying. Occasional flyers and the risk-averse can never win the award-- only those out on the leading edge of their abilities have a chance. In either 1999 or 2000, the old Bent-Prop was found to be getting worn and was retired by the then holder, John Hanson. He built a new frame, and Clee Childress provided the Clyde figure that is a true piece of art. After running through the long list of runners' up, the cup was finally awarded to Craig Christensen, a man the model industry certainly appreciates. Actually, he has saved several manufacturers from bankruptcy with his frequent replacement orders. Congrats Craig!

Next on the agenda were the solo certificates. Instructor Steve Sterling presented a Certificate to Craig Christensen (has it really only been 11 months since solo), and Instructor Fred Stong presented his certificate to Rick Graff. Others honored for soloing that missed the meeting included Elliott Ahola (also a Clyde runner up), David and Tyler Kelln. We will catch up with you on your certificates!

The white elephant gift trade is always a big hit at the annual banquet, and this year was no exception. While the exchange was processing, the projector and computer were set up for the program.

The Richland Parks and Recreation Commission that acts as an advisory to the city has asked the club to make a presentation on our activities. Bill Bowen, club VP, ran through the planned presentation, which detailed history of the club, affiliation with the AMA, safety features of the site, activities and events, and value to the community. The presentation then finished up with improvements we would like to make and a few issues we have-- like the water problem! The presentation was the finished up with a video tape of "good press" we got from Brett Bowen interview on one of the local TV stations.

The meeting was closed just in time to slide out before the restaurant gave us the boot. Everyone was having

such a good time catching up over the long fall and winter, we were running a bit late. It was a slip and slide trip home, but well worth it to get together for the annual banquet.



Steve Sterling congratulates his student, Craig Christensen, for solo and Clyde Crash Cup in 2004



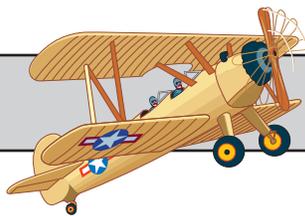
Fred Stong hands Rick Graff his Solo Certificate.

Yakima Valley Aeromodelers Events:

Swap Meet	March 19
Spring Big Bird	April 22, 23, and 24
Volcano Fun Fly	May 21, 22
IMAC	July 16, 17
Fall Big Bird	Sept. 16, 17, and 18

Miniature Aircraft Association Events:

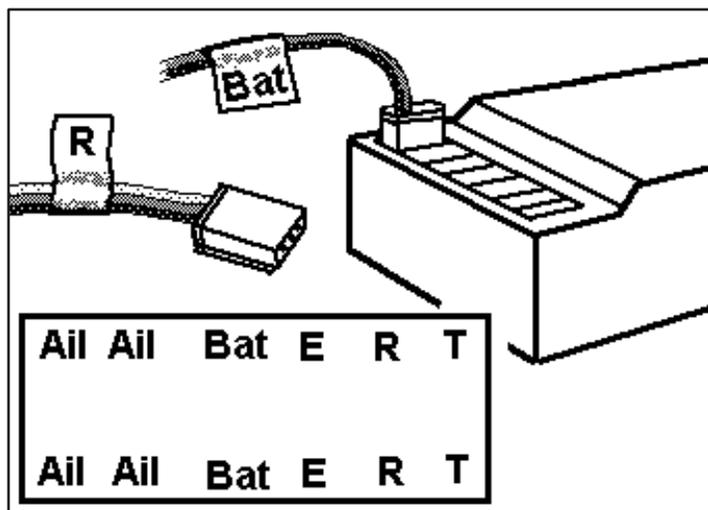
Potluck Fly-in	June 4-5
Big Bird	August 26, 27, and 28
Indian Summer Jamboree	October 7, 8, and 9



Tagging Servo Plugs

Radio manufacturers used to give you a sheet of little tags to identify your servo plugs, so you'd know where to plug them into the receiver. They don't any more. Those were really handy - you just stuck them on the wire near the plug as you installed the servos. This is very handy after you have just changed out a receiver, or had to remove it to get to the fuel tank. Instead of guessing which plug is which, you KNOW which, because you've tagged them!

If you have a computer, or are buddies with someone who does, make up a few ordinary mailing labels with the computer's label maker. Put the text in similar to the illustration, and then you can cut off each of the tags with scissors. Apply by wrapping around the servo wires near the plugs.



Antenna Keeper

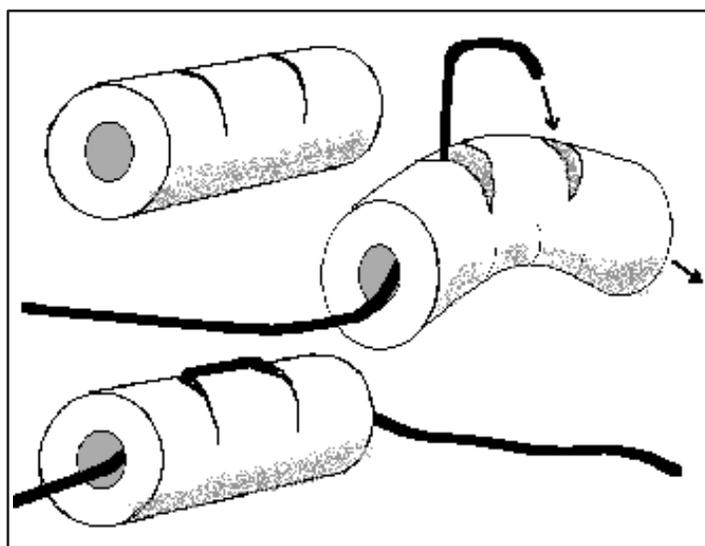
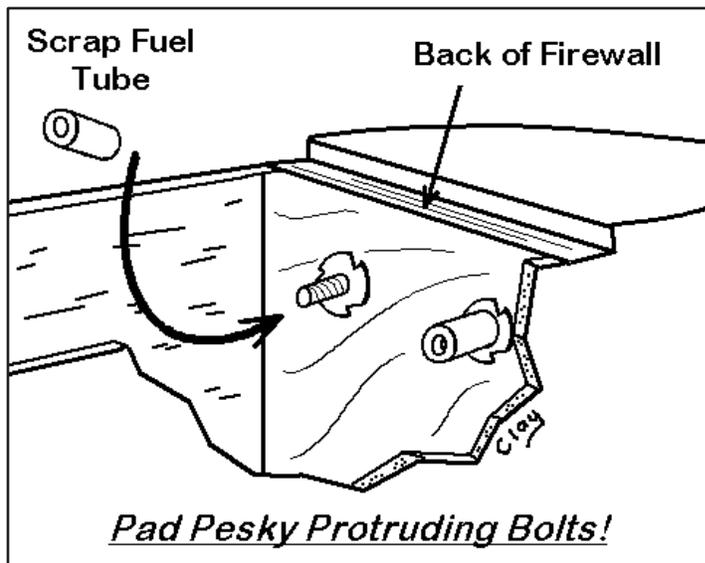
What do you do to keep the end of your antenna in place? A 1/2 inch piece of fuel tube does the job nicely - cut two slots in it about 1/2 way through. Squeeze the tubing to open up the slots, and thread the antenna through the slots as shown. The tubing can then be slid up the antenna as desired.

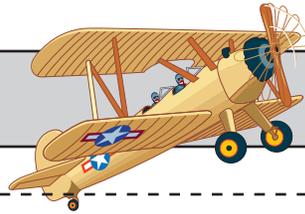
The tubing will not beat your aircraft to death as the antenna whips around in flight, will hold the antenna securely, and yet in case of (ugh!) a crash, the tubing will slide right off instead of breaking the antenna.

Protect Fuel Lines in the Tank Compartment

A recent magazine had a tip by a modeler on how to protect fuel tank lines from the protruding bolts coming through the firewall from the engine mount. His solution was to glue in a dowel where each bolt will go, and then just tap the dowel for the bolts. The dowels then covered up the bolts and protected the fuel lines.

Here's a solution that may be just a bit easier! Go ahead and mount the engine mount in your usual way, with blind nuts. The protruding bolt ends may be "padded" by slipping on a short piece of fuel tubing over each.





Tri-City Radio Control Modelers 2005 Membership Application

Name _____ AMA No. _____

Address _____

City _____ State _____ Zip _____ Phone _____

E-Mail Address (if any) _____ Frequencies _____

**Mail form to:
Fred Fisher
1769 Boston
Richland, WA 99352**

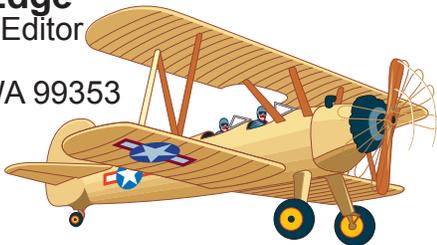
Type of Membership
(check one)

- General \$50.00
- Family \$60.00
- Junior \$25.00
- Senior \$35.00
- Emeritus (Requires prior approval by club.)

I hereby agree to comply with the current AMA Safety Rules and TCRCM Field Rules and any future revisions thereof for all model aircraft operations. I understand that failure to comply with these safety rules will result in failure of liability coverage for any damages or claims so caused. I am aware that operation of radio controlled model aircraft may present hazards, and I exempt and relieve the TCRCM from all liability for personal injury or wrongful death caused by my negligence. I understand that current membership in the Academy of Model Aeronautics is a prerequisite to membership in the TCRCM. (Contact any TCRCM member for information on joining the AMA.) I understand that membership in the TCRCM entails an obligation to support club events and participate in work parties.

Signature of Applicant _____ **Date** _____
(Mail this form with your check and **proof of your 2005 AMA coverage** to the Club Treasurer.)

The Leading Edge
c/o Ted Tanasse, Editor
5434 Fern Loop
West Richland, WA 99353



Mail to: