



Next Meeting:
March 6, 2014
7pm

Logan's
Roadhouse
1110 E.
Battlefield

Next Event:

Club Spring Party
March 6, 2014
7pm

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Roadhouse
1110 E.
Battlefield

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AIRMAIL

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President's Corner

As many of you may have heard, Russ Rhodes is moving out of town. Russ has been a valuable member of the club for many years. He has held various officer positions and has been a huge help to me as Treasurer for the last several years. Our runway would not have been possible without Russ and is just one example of his generosity and love of the club. Always the first in line to help, Russ is a good pilot and club member and a great friend. He will be missed by all of us who know him. Fortunately, he is moving to be closer to his grandkids and family and there are a couple of flying fields near his new home. I expect he'll settle right in at a new field and hopefully get his grandkids involved in the hobby as well. That's assuming of course that he can work it in between all of their ballgames! We wish him the very best. Take a minute when you see him to thank him for being such a great member of the club.

With Russ leaving we will have the Treasurer spot open. If you'd like to volunteer please let me know. That is our best option at this point. However, if we can't find someone willing to do it we may roll those duties into the Secretary's responsibilities. Aaron has graciously offered to do that if we need to. We will discuss it at the next meeting.

See you at the field
Wes "Scott" Parker

January Meeting Minutes

The meeting was called to order at 7 p.m. by Wes Parker with 7 members present.

The minutes from the January meeting were accepted as published.

Treasurer's report was accepted as presented. As of 2/6/14 we have 30 members.

Old Business:

- Wes has the new sign for the field.
- Wes will also be checking on supplies to seal the runway.
- Float Fly will be held sometime in April with a rain date in May.

New Business:

- Wes updated the website with officer positions and added the Family Day to the calendar.
- Russ Rhodes is moving to Rogers, AR so we will be looking for a club treasurer.
- Club Clean-up day at the field will be April 12th with a rain date of April 19th.

Meeting was adjourned at 7:22 p.m.

Spring Party / Business Meeting

Thursday Night 3/6/2014 at Logan's Roadhouse, bring your family. RSVP Wes Parker ASAP.

**If you haven't renewed your
2014 membership yet
please do so A.S.A.P.**



David Sleeth - Owner

1912 E Sunshine, Springfield, MO 65804

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For more information - Officers, Board Members and contacts see the website



Setting Up Your Servos

One of the problems for most beginners is that they rarely set up the servos properly. I have said for years that you need to learn how to set up your aircraft mechanically before you touch the computer on your radio. Therefore, I am going to review what I do to set up any servo on my aircraft.

If I am going to re-set up an existing aircraft, first I copy the current settings to an unused memory location. See your radio manual for exact instructions. After the current settings are copied, clear all the programming for an unused memory location. Set all radio trims to the center. At this point the servo end points should be at 100% and the servo sub-trim should be zero.

With the control rod disconnected from the servo, move the control rod until the control surface is centered. Center the servo arm as close to center as possible. The servo arm should form a 90° angle between the arm and the control rod. Reposition the servo arm on the servo until you have it as close as possible, adjust the length of the control rod to match as necessary, and then adjust any sub-trim to center the servo.

Temporarily connect the control rod and look at all the links for that control. On a helicopter you may have two or three connections, as the control rods runs through bell cranks, before the servo actually connects to the control surface. Check each of these 90° connections and adjust as necessary. Now disconnect the control rod from the servo.

Now, turn on your radio and center the joystick for that channel. The servo arm should be in the center position. Move the joystick to one end of its movement and hold the joystick there. Manually move the control to where the servo arm is now positioned.

Notice the end of the control rod carefully. Does it move past the servo arm reach? Does it not move far enough? Make note of that difference then move the joystick to the opposite end and do it again. The difference between the servo arm and the control rod should be equal on both ends. If not, you may have something else not set properly.

If the control rod goes past the servo arm in both directions, then the control surface will move farther than the servo will allow. At this point, change the positioning of the control rod on the control horn closer to the control surface a hole or two. Reposition the control rod until you get everything matched up. Sometimes a longer servo arm is required.

If your servo arm moves farther than the control rod will move, then use an inner hole on the servo arm until you get everything matched up.

At this point you have technically setup your servo. The servo is centered to the control surface and the control rod will move the control surface through its maximum range.

Now you can use your computer radio to adjust the end points for each servo to get the desired amount of control movement. Many times the control surface will move farther than recommended for normal, sport, or 3-D flight. Check your aircraft instructions for recommended control surface throws.

One warning: Helicopter pilots must ensure to check for any control binding during extreme joystick movements. The controls on some helicopters can move farther than necessary for normal flight, which can cause control binding during flight.

By: Bob Ackerman, Mid-Missouri Radio Control Association

Winter Spruce Ups

With the flying season at and end for a lot of folks, its time to think about other winter activities.

While you're planning your winter build, it's also a good time to go over your old machines and repair all those things that you swore that you'd get at right away back in July.

Some things to think about are:

- Repairing torn covering.
- Checking engine mounts for loose fasteners and firewalls.
- Have a plan to test and recycle your transmitter and receiver batteries once or twice.
- Stock up on propellers now while you have plenty of time to balance them.
- Clean gunk from that old engine.
- Redo the plumbing in your fuel tanks.
- Send in your transmitter or receiver for a checkup, either to the manufacturer or to a third party vendor such as Radio South RC.

There are more things to think about, but this will give you a good start!

-From the Wing Busters Model Airplane Club, Massachusetts