



Election Time

We are closing in on club officer election time again. Nominations will be made at the October 26th meeting/picnic so be thinking about it. Bob Yates has indicated that he isn't going to accept any nominations this year, so we are going to need new blood at the President's spot. The following are the list of offices and duties of the elected officers as outlined in our bylaws:

President: *The President shall preside at all meetings of the Club and shall act as a spokesperson in all matters pertaining to it.*

Vice-President: *The Vice-President shall act for the President when he/she is unable to serve, and is to maintain an accurate record (including place of storage) of all Club assets.*

Secretary/Treasurer: *The Secretary/Treasurer will be responsible for all club funds, and will be accountable for maintaining an accurate record of receipts and payments. The Secretary/Treasurer will be the Club's primary contact person with the AMA and other outside organizations, and will be responsible for seeing that all permits, charters, tax payments, etc. are up to date.*

All elected officers of the Club shall serve for one (1) year date of election.

Vacancies in any office shall be filled by appointment by the remaining officers, such appointee to serve until the end of the term for which is predecessor was elected. All club officers must be current AMA members in good standing. Club officers are expected to be active par-

ticipants in club activities, which include attending meeting, and special functions and have a general presence at the flying field. .

If you feel you can fulfill the obligations of one of these offices and are willing to serve, feel free to nominate yourself. Remember, you need to have been a member of our club for at least one year in order to be elected.

Barry

Making Modeling Life a Little Easier

This month I'll be talking about a couple of often overlooked products that can make your modeling life a little easier. If you are a seasoned builder, I'm sure you know all about them so you can skip this part. If not, read on. The two items I'll be discussing are Dubro's 4-Stroke throttle linkage and Robart's hinge points.

If you use 4-Stroke engines, you may have encountered real hassles trying to hookup the throttle linkage when installing them in ARFs. ARFs are typically setup for 2-Stroke engines, having the carburetor at the front of the engine, leaving you plenty of room to flex throttle cables. Most 4-Stroke have the carburetor located at the rear of the engine. If you have a situation where the engine is located close to the firewall you may find it impossible to attach a throttle cable. Dubro's 4-Stroke throttle

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**Next Meeting and Picnic
Saturday, October 26th
at the field.**

Meeting Notes for September 29th...

In attendance: Bob Rowe, Bob Yates, John Dixon, Rex Spurlock, Bob & Don Weaver, Chunky Cottle, John & Ted Goad, Stan Clark, Dave Gaines, Pat Howley and Barry Thaxton.

Treasurer reported we have approximately \$1200.00.

First topic was the mower again. It was generally decided to wait until later in the year to find a deal on a new mower. Bob Rowe, Dave Gaines and Bob Yates were appointed to purchase a new mower. We are looking for a 46" to 48" mowing deck with a hydrostatic drive transmission. The old Snapper mower that is currently at Dave's house could be used, providing we can secure the mower shelter.

Dave Gaines indicated it is going to cost around \$200.00 to buy new locks for the mower house door and to add an additional steel barrier to the door.. It was suggested we look into insurance and possibly contact the parks commission to see if they would put up a dusk to dawn light.

Picnic plans were discussed and Bob Rowe mentioned cleaning up after yourself while at the field.

Bob Yates moved to adjourn.

Making Life Easier continued...



The Dubro linkage applied to my OS 70 Super II. Note the Sullivan Precision Rod connected to a ball link on the backside of the bellcrank.

linkage kit is the solution for this dilemma. The kit utilizes a bellcrank attached to the engine mount arm at a forward location, with a pushrod going back to the carburetor. It is impossible to describe, so see the photo.

Installation is fairly straight forward, but does require drilling and tapping a 4-40 hole in the engine mount arm. You will notice in my installation I used a ball link to attach the Sullivan Precision Rod to the back side of the bellcrank. This was a result of me stupidly re-engineering the design of the Telemaster. I didn't like the plywood engine mount in the plans and decided on something different and there is where the problem started. Using Dubro's kit, saved me on this one.



Another often overlooked product for our 40-60 size planes are Robert's hinge points. Robert's hinge points are fairly common ground for large scale aircraft, but seldom seen in smaller planes. I've looked at them many times wanting to use them, but reasoned that they would be too difficult to use when CA hinges would do the job. I decided to force myself to give them a try on my Telemaster project, after seeing them used in a ModelSport video.

I always assumed that drilling the holes would be a problem with alignment and having to epoxy them in would be messy. I was wrong on both counts. Robert makes a drill jig (seen to the right) which makes drilling properly aligned holes a breeze. Gluing them with epoxy is also not necessary. Plain old white glue will work. I used Sig's Super Weld glue which is probably nothing more than plain old Elmer's with some fillers in it. It worked very well, but drying time is a bit longer than epoxy. The great thing about the glue is that it will dry clear and doesn't seem to adhere to covering.



The end result is a perfectly aligned and very sturdy control surface. They certainly aren't as quick to install as CA hinges, but I will be using them from now on, even on ARF projects. Robert's hinge points come in 3/32", 1/8" and 3/16" diameters. The 1/8" worked very well on my Telemaster.

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Around the Field

Believe it or not, Chunky finally has a plane flying again and has been seen several times flying at the field! It only took a year of badgering, but a least he is back. Jeff Grimes showed back up after missing all summer. Jeff and his wife had a baby back in the spring.

Bob Yates got his new Telemaster finished. Rowe, Yates and I took a stab at flying our Telemasters in formation a couple of weeks ago. It is going to take a lot more practice on my part to be able to hang with them. Dave brought out his new Sukhoi and had a successful first flight with it.

One of our new member Zach Peters soloed this month after only a short time on a buddy cord. His dad, Ray, is still in the process of learning since Zach is hogging all the stick time.

We had a new entry in the Bag-A-Plane contest this month. Bob Rowe's new Pizazz decided to mate with mother earth one windy day. So far, we are all tied up at one a piece in the contest.

Barry



Dave Gaines' new Yellow Aircraft .30 size Sukhoi powered by a Saito .45



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Bob Rowe standing proudly over his new Pizazz



Bob Yates' new Telemaster getting ready for it's maiden voyage