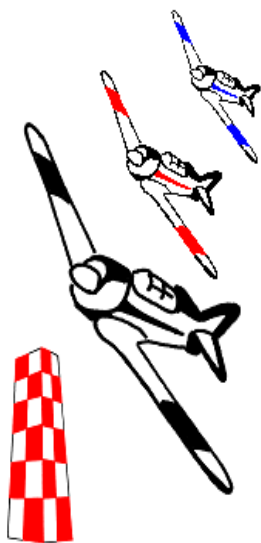


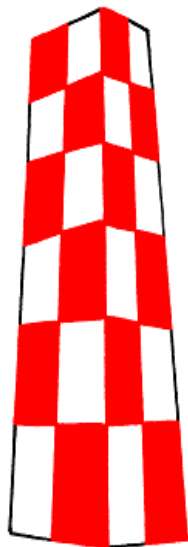
Plane Talk

MAY 2008



QUAD-CITY
SKYRAIDERS

Moline, IL
Charter
3457



<http://www.qcskyraiders.com>

Next Meeting

Wednesday May 14, 2008 @ 7:00 p.m.

at the Flying Field

In case of rain:

Deere Wiman Carriage House

817 11th Avenue

Moline, Illinois



2008 Officers

President Rockne Brosman 269-2023

(rbrosman@hotmail.com)

V. President Les Schjelderup 799-5678

Secretary Kelly Bryant 787-5984

Treasurer Mark Chronister 236-3324

P.R. Dennis Witt 797-2893

Newsletter Mike Cobert 788-1132

(mcobert@mchsi.com)

Minutes of the April 9th, 2008 meeting

President Rockne Brosman called the meeting to order at 7:01 PM

1. 11 Members were present.
2. The minutes of the last meeting were read and approved.
3. The Treasurer's report was read and approved.

Announcements and Business:

1. Mark Chronister reported that we have 55 paid members as of this meeting.
2. Rick Haney reported that we have received the sanction numbers for both the Fun-Fly and Float-Fly. They are 08-0743 for the Fun-Fly, and 08-0740 for the Float-Fly.
3. Rick has also received the license renewal for the lawn mower trailer.
4. Next Dome Fly will be Saturday, April 19 from 8-10PM. Also an extended Dome Fly has been scheduled on Saturday, May 3rd from 5pm to Midnight
5. Field Clean-Up Day has been scheduled for Saturday, April 26th, flood permitting.
6. The next meeting will be at the field, be sure to bring an airplane to fly.
7. The new AMA Park Flyer program was discussed. For more information visit the AMA web site.
<http://www.modelaircraft.org/parkflyer.aspx>
8. Rockne will look into having power run to the enclosure at the field.

Show and Tell

Rick Haney brought a plane he just finished building. It is a Fun-Fly airplane called a “Super Protender”, weighs 5 ½ pounds, and is powered by an OS 46 engine.

Rockne showed a new Stryker he just built, it has a 500 watt motor with an 8x8 prop. He will use a 4 cell lipo battery to power it.

Respectfully Submitted by Kelly Bryant – Secretary

Calendar of Events

May 14	QCSR meeting 7:00pm at the Flying Field
June 7-8	Orchard Farm R/C Flyers Fly-In 9am to 4pm at North St. Charles County, MO
June 11	QCSR meeting 7:00pm at the Flying Field
June 28	DRCS Fun Scale Fly-In 8am to 3pm at Seven Cities Sod Farm
June 26-27	Freeport R/C Modelers Sneek-In Fun Fly at ‘Sneeks’ airstrip, Freeport, Il. Contact: dracso@verizon.net
July 9	QCSR meeting 7:00pm at the Flying Field
Aug 13	QCSR Fly-In 10am to 4pm at the Flying Field
Aug 24	QCSR Float Fly 10am to 4pm at Cambells Island

Is Your Flying Site Ready for the Season?

by Ashley Rauen, AMA Insider Editor

Winter’s finally moving on and spring is moving in. I’m sure many of you have spent your time indoors and out of the cold developing new creations to impress fellow modelers and yourself this upcoming season.

Your model is ready, but is your flying site?

For those with club’s that are located in the colder parts of the nation, winter storms can do significant damage to a field. On the other hand, warmer states endure the rainy season and high waters—also damaging to flying sites. The field may look okay at first glance, but it’s the small details that make a site nicer and safer.

Here are some things to look for when preparing your flying site for the 2008 season:

- Are there fences surrounding your flying site? When snow accumulates, it can be quite heavy. Abundant frozen snow sitting on a fence can quickly wear it down and cause separation or breakage. Walk the fenced areas around your flying site and check for holes or places where the fence may have fallen down. A quick mend can enhance the appearance of the site as well as keep wandering critters from getting too close to your models.

- Check the runway and surrounding areas for holes or loss of terrain. Bald spots in grass or dips in the ground are unappealing and leave uneven surfaces that can cause injury if an individual is not watching his or her step. Take the time to lay grass seed in worn areas or fill in holes with loose dirt. If your site uses a paved runway, look into recovering the damaged areas or speak with your site owner about the possibility of repaving. It may mean a fundraiser for your club, but a smooth surface to taxi your new models is worth it.
- Are there trees on or around your site? While they may not be near your flying area, trees can affect your flight. Broken limbs and twigs can become airborne in high winds. They can easily damage property or possibly cause injury. Inspect around the tree line for any loose branches that can be removed from the area.
- Do spectators spend time at your field? If so, it is assumed that some form of seating is available to them. Take an inventory of all your seating surfaces. Do any of the chairs have broken legs? Are there any exposed nails sticking out of that picnic table? Sometimes a quick coat of paint can work wonders in turning that scratched and dented equipment into a welcoming visitor area.
- Take inventory of all signs posted at your site. Have some fallen down or been damaged by the harsh weather? Are the signs still legible or do they need to be remade? Signage at a flying site is very important; treat your signs as such. Additional or new signs and posters for Safety and RC Frequency can be purchased through AMA for a small fee. Contact the AMA club secretary (ext. 291 or loism@modelaircraft.org) to order.
- Lastly, what is your club's first aid supply like? Have supplies been used that were never replaced? Check all dates on supplies that can expire. Throw away anything past its expiration date and restock. Never use medical supplies that are past the date of expiration. There is no guarantee that they are still of quality.

The list can go on and on. Each club has a different flying site and appearance it's accustomed to. It's important that clubs take the time to evaluate their site property and make sure everything is safe and in good form. Remember: AMA and its members take pride in model aviation; the flying field is an extension of this pride.

EVER WONDER?

From the Privateers' newsletter, Mills, Wyoming

Tarmac

I have always heard the word "Tarmac" and it was always in reference to a runway. Most of the folks that used the term tarmac generally had 10-15 years of more life experiences. I also noticed these folks, at some point in time, enlisted in one of our armed forces and therefore thought it was a term that came

out of the armed forces. Boy was I wrong on that assumption. Let us look into this a little deeper and find out how this name actually came about and what it really means.

First, tarmac is short for tarmacadam, a type of highway surface. In 1901, E. Purnell Hooley patented this type of material. John McAdam invented macadam, which is a form of pavement. It consisted of crushed granite or greenstone compacted as subgrade to support the load. This was covered with a light stone to take the abuse and repel water off the road.

In more recent time's macadam construction, crushed rock was then placed on the compacted course and hot tar used to bind together the materials. A final layer was then added and rolled to fill in the spaces.

Originally, macadamized roads were sufficient for horse-and-buggy day. However, these roads were quite dusty and eroded with intense rain. Henry Cassell patented "Pitch Macadam" back in 1834 that helped to stabilize macadam roads with tar.

This process involved spreading tar on the subgrade then placing a typical macadam layer and then sealing the macadam with a mixture of tar and sand. Tar-grouted macadam was also in use well before 1900, and involved scarifying the surface of an existing macadam pavement, spreading tar and re-compacting. Hooley's patent for tarmac involved mechanically mixing tar and aggregate prior to lay-down then compacting the mixture with a steamroller.

As petroleum production increased, the byproduct asphalt became available in huge quantities and largely supplanted tar because of its reduced temperature sensitivity. The macadam construction process also became quickly obsolete because its high manual labor requirement. However, the somewhat similar tar-and-chip method, also known as bituminous surface treatment, remains popular.

While the specific tarmac pavement is not common in some countries today, many people use the word to refer to generic paved areas at airports, especially the airport apron, near the terminals despite the fact that many of these areas are in fact made of concrete.

The Wick Airport at Wick in Caithness, Scotland is one of the few airports that still have a real tarmac runway.

DeCap's Corner



For Sale Corner

"U" Can Do 46 ARF Already assembled, except for the cowl.
All hardware included, except for fuel tank. Retail for \$149.00
Will sell for \$90.00. contact Jay Duncan at duncanj@netins.net

Anyone having planes or equipment for sale, give Mike a call or drop an e-mail to mcobert@mchsi.com .



TIPS AND TRICKS

Have a tip or trick you would like to share? Drop an e-mail to Mike at mcobert@mchsi.com .

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Membership Application

If you cannot attend the meeting you can fill out the following application and send it, your check, and a self-addressed, stamped envelope to the Treasurer to receive your access instructions, membership card and a copy of the by-laws.

Application for Membership Quad-City SkyRaiders

Name
Address
City
State & Zip Code
Phone
Email.....
AMA# (required).....
Frequency #s

Make check payable to:

Quad-City SkyRaiders
Mail this application along with your check and a self-addressed, stamped envelope to:

Mark Chronister
402 - 2nd Ave C
Silvis, IL 61282

Single membership - - - - - \$20
Senior membership - - - - - \$15
Junior membership - - - - - \$10
Family membership - - - - - \$20
for each dependent - - - - - \$ 5
Associate membership - - - - - \$ 5
Initiation fee - - - - - \$10
Junior initiation fee - - - - - \$ 5



c/o Rick Haney
2042 - 52nd St
Moline, IL 61265