

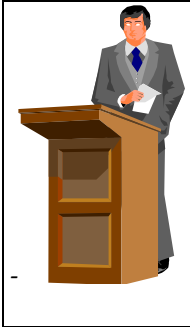


## ETAM Tailwind

July, Aug, 2017

Vol.10, Number 4

### **PRESIDENTS CORNER**



#### **From the president –**

July 2017

With a cooler than normal spring, we've had some nice fly days between the rainy and windy.

**Spring Fun Fly** - The Memorial spring fun fly was a somewhat success on the second effort as rains chased us off in the midafternoon but a good bit of flying was enjoyed. We greatly enjoyed visitors from Texarkana and Nacogdoches. John Dewey was winner of the E-Flight Commander but donated it back to the club for auction, it going for \$140 to one of the Texarkana flyers. Thanks John. Our thanks to Bobby Bounds for a great job as director and all those who helped in the many ways needed for such events. Financially the fun fly was profitable and netted the club \$455.

**Fun Fly Pics** - Many thanks also go to Dale Jackson from the Nac club who took many pictures and made them available. They can be viewed at Fun Fly Pics.

**Club Banner** - Bobby Bounds and Mike Collier spearheaded the effort to procure

a club banner and it has been delivered and will grace upcoming club activities. Thanks guys.

**Membership** - Current membership is twenty six. This number represents a long slow membership decline from the apex of Club activity during the nineteen nineties and is typical to that observed by many clubs around the nation. The good news is that our club as well as others like it, continues to enjoy regular enthusiasm and activity. As an anecdote, among our active members are five or more charter members, that occurring back in 1975, forty two years ago.

**Club Fuel** - Many years ago, the club regularly purchased drums of glow fuel for purchase by local flyers. With the surge in E-Flight and gas powered planes, glow fuel demand slackened considerably and the last drum bought several years still contained a quantity of fuel. There has been some concern for its quality but we've tested it and performs adequately as is and performance can be enhanced by a simple filtering process using coffee filters after chilling in a freezer. A problem has arisen in that the drum has developed what is at the moment a very small

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leak and the members authorized a clearance sale at \$5 per gallon. We've recently sold eleven gallons of the remainder but likely still have another dozen or so. If you would like to purchase any of this fuel, contact any officer.

**Fire Ants** – The cool wet weather has produced a good bit of fire ant activity on the field. We are working the problem but be careful to avoid their nasty stings.

**Web Site** - Don Davis has been updating the web site and giving it some new look with new pictures and information.... Take a look [www.easttexasaeromodelers.com](http://www.easttexasaeromodelers.com)

**3<sup>rd</sup> Tues lunch B-4 flying** – A reminder that the fossil flyers host (except they don't pay for it) a monthly lunch before flying event at high noon. On even numbered months it is at the Butcher Shop sports grill on McCann Rd and on odd number months at the What a Burger at the corner of Cotton St and Loop 281. All Aeromodelers and friends are welcome.  
Arlyn Stewart

### Club Meeting

Aug. 6, 2017

3:00 Club Field

Eat B4 Fly- July 18

At Whataburger

### Club Officers

President: Arlyn Stewart

Vice President: Bob Smith

Sec.-Treasurer: Bobby Bounds

Web Master: Don Davis

Safety Officer Mike Mansfield

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### **On and Off the Boards** – by Arlyn Stewart

A lot of new birds are showing up at the field including E-flight, glow and gas. However, my subject this writing is in the category of a tech tip having to do with a feature that some of you have on your latest transmitter – servo speed assignment.

This feature is usually thought of in regard to flaps, allowing them to be deployed slowly enough as to not cause a sudden drastic pitch of the aircraft. Other uses however are surfacing. One of those was to slow the throttle servo down to avoid

spooling up stumbles on my Saito 1.25 gas conversion. A slow servo assignment could also be given to an engine that doesn't like to be decelerated rapidly. Another use has recently been noted.... Using a servo speed setting to steady pitch control. Servos over the years have become faster and faster with the quest for quicker. Perhaps no one was asking the question, is quicker always better? It seems that some are saying that it is not when it comes to pitch control and are finding that slowing the elevator servo down provides for smoother control during landings.

Color schemes and patterns are very personal. However, there are a few fundamentals that should be considered when designing your color layout for your airplane.

1. There should be a large pattern contrast between wing top and bottom. For example 2 or 3 large span wise bars or strips on the top contrasted by a big check (4 to 6 boxes per wing panel) will do the job. Small patterns will fade into a blur at the distance we fly.
2. Large white or yellow wing tips on the topside show up really well making the top of the wing highly visible. It almost looks like a neon sign flashing in a turn/roll at the end of the field.

3. White or yellow wing and stab leading edges show up much better on approach to landing and make it much easier to judge attitude on approach to landing.

4. A white or yellow band (about 3") down the side of the fuselage helps to determine attitude when flying wing level, making it much easier to determine whether the airplane is climbing or diving.

5. Colors should be sharply contrasting such as white or yellow against insignia blue, missile red, or dark green. Most airplanes use either white or yellow as their light color. Look to see which is most visible to you.

Also, remember that under many lighting conditions colors change to monochrome or dark vs. light. At large distances and under low light conditions the eye can no longer distinguish colors. Two colors that really look neat together at 20 paces may turn into a stealth airplane at flying distances. Small patterns with non-contrasting colors may cause you to be unable to tell up from down under poor visibility conditions. Finally, do it your way but remember, if you can't see it you certainly can't fly it and may be headed for premature re-kitting.