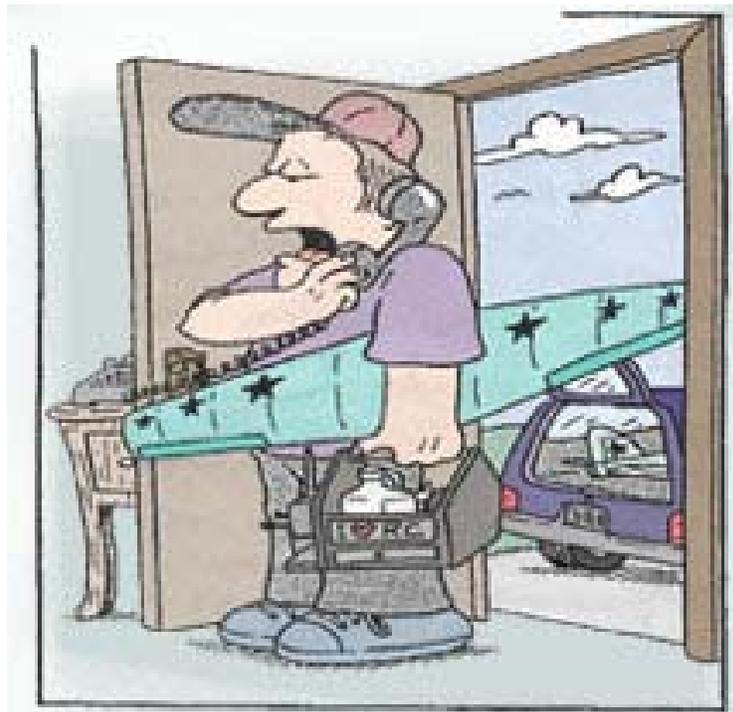




## Spring is on its way



"I won't be coming into the office today.  
I'll be out in the field doing research."

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**Club Meetings**

Club meetings are held on the second Saturday of each month at the flying field in Covell, IL. Meetings begin at 7:00pm during the winter (CST) and 8:00pm during the summer (CDT).

**SIRS Inc Meeting  
2006**

**February 11<sup>th</sup>,**

**CALL TO ORDER:**

President Tom Kirk called meeting to order at 7:00. There were 10 members present.

**PREVIOUS MINUTES:**

Mike Wilson read the previous minutes from the January meeting.

**TREASURE'S REPORT:**

Treasure Tom Kirk gave the treasure's report. Motion passed.

**NEW BUSINESS:**

Discussion about updating the club rules and club constitution.

Discussion of having an indoor fly-in on March 25<sup>th</sup> at the outlet mall sponsored by His and Her Hobbies.

We would like to know how many current SIRS members are IMAA members?

Please let Mike Wilson know. His email address is [mmpjs.wilson@insightbb.com](mailto:mmpjs.wilson@insightbb.com).

**SHOW & TELL:**

Orville showed us his Mustang plane and Chuck showed us his Fly Baby plane with a 1.2 Saito engine.

**ADJOURNMENT:**

Meeting adjourns at 8:00pm. Motion passed.

# Windy weather flying

From the Middle Point RC Flyers, Murfreesboro TN  
by Clay Ramskill

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying. While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds. Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

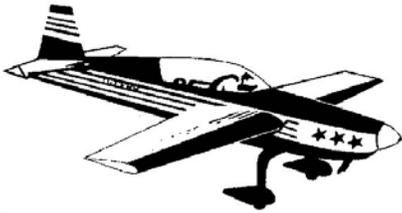
**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"



# **SIRS BIG BIRD MIDWEST FLY IN SATURDAY JUNE 10, 2006**

**150x600ft crew cut grass runway with unlimited over fly.  
Primitive camping at the SIRS field. Motor Homes Welcome  
Awning setup and open flying after 2:00pm Friday.**

**Pilot requirement: AMA & IMAA Membership # Current!  
Pilot meeting: 9:30am – No Landing Fee  
Concessions at field ---- 50/50 Raffle**

**Plane Requirements  
80 inches Mono --- 60 inches Bi-Plane  
True 1/4 scale**

**Web Site: [www.sirs-rc.com](http://www.sirs-rc.com)**

## **Directions to SIRS Field:**

**Interstate 55&74 west side of Bloomington  
Exit 160 west on Rt 9 - 3 1/2 Miles to Covell Rd  
4 Miles to SIRS field**

**Contest Director: Mike Wilson  
Ph: 309-662-7455 (evenings)  
Email: [mmpjs.wilson@insightbb.com](mailto:mmpjs.wilson@insightbb.com)**

**Sponsors: SIRS RC Club & Chapter 664**

# Safety in the Shop

From the Willamette Modelers Club of Oregon, Albany OR  
Solvent Toxicity  
By David Rosenberg

*Technical Editor's Note: Know your solvents—they can be very useful but can have serious health repercussions if used without sufficient ventilation. Never use an ordinary electric fan to “suck” air out of a room where solvents are in use—instead set up your workroom so the fan blows air through and out of the room.*

**Acetone** (Dope thinner, both Nitrate, and Butyrate)

## Definitions

**Fire point:** The temperature at which a material will take fire when exposed to a small flame.

*Boiling Range:* 130°-134°F

*Fire Point:* 0°F.

*Toxicity:* Acetone is a mild narcotic, skin irritant, and has a de-fatting action on the skin. Prolonged inhalation may cause headaches.

*Storage:* Use minimum volume containers, either High density polyethylene (HDPE) or Polypropylene (PP). They have low vapor transmission, minimizing evaporation.

*Safety Precautions:* Use with gloves and eye protection in well-ventilated area.

This is a very dangerous and underrated solvent. Store it in sealed, solvent-proof containers in a cool place away from ignition sources such as a furnace or gas tank heaters. Do not store in a refrigerator. Accumulated fumes can be ignited from a spark from the exposed door switch. Underwriter's Labs have confirmed home explosions from flammable solvents stored in refrigerators.

**Methyl Alcohol** (Methanol and Wood alcohol)

*Boiling Point:* 146°-153°F

*Fire Point:* 52°F (open cup)

*Toxicity:* It has distinct narcotic properties. It is a cumulative poison, affecting the nervous system, especially the optic nerve, causing optic neuritis and blindness. It is an irritant to mucous membranes and skin can become dry and cracked because of the solvent action

**Isopropyl Alcohol** (Isopropanol)

*Boiling Point:* 175°-178°F

*Fire Point:* 67°F (open cup)

*Toxicity:* Not rated as a toxic compound but it is an irritant to mucous membranes and eyes and is a mild narcotic.

Rubbing alcohol is a mixture of 70% Isopropanol, and 30% water. It should be stored in bottles made from HDPE which has a low vapor transmission and minimizes evaporation. It is an excellent industrial degreaser. I have used it successfully for decades at both General Electric and General Motors to clean both metal and polymer surfaces prior to adhesive bonding. Its flammability is one of its drawbacks.

S.I.R.S. Newsletter Editor  
Andy Cogswell  
302 S. Washington  
Farmer City, IL 61842

# March 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>5</b>	<b>6</b>	<b>In the coming months....</b> SIRS Big Bird- June 10th				<b>11</b> meeting
<b>12</b>	<b>13</b>					<b>18</b>
<b>19</b>	<b>20</b>					<b>25</b>
<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	