



LFC TIMES

AMA Chartered Club #3848
Largo, Florida
Website: <http://www.largoflyingclub.com>

October 2006

As this newsletter is being written there has been a lot that has happened this summer within the club. We lost our News Letter Editor **Felix Cusano** in May and **Dr. Walter Reagan** in September, this is the first newsletter since May hopefully it will bring us up to date with what is going on and we can move on with the fall weather about to break and maybe the rain will stop and we can get the field back into shape.

We look forward to the return of our northern members and a lot of good flying during the winter months.

This is the time of the year when we look to all members to take part in the nomination process and take an active part in being an officer to help run your club in its business decisions for the up coming year, if you feel like you would like to take part talk to any of the officers or the nominating committee they would be glad to have you!

We would like to say welcome aboard to the new members who have joined us this summer, here is the list for those who are up north, Joda Lynn, Ernie Simmons, Tom Stoffel, Ronald Schumacher, Rich Wilson, Don Wilson, Mike Patrick and Al Swinyard so you can see it has been an active summer.

The field has been in pretty good shape most of the summer since moving the runway farther to the east the grass has all filled in then the rain came and the field is flooded that called for the purchase of a Generator and the use of a pump provided by John Corrao the second time we needed to buy a pump and hose to have at the field full time, Don made that purchase and has put it to use.

We are looking forward to a very aggressive fall and winter starting with the late October Heli Fun Fly, Largo Appreciation Day in November and Largo Parade Dec. 3rd. Hope these events spark a get-up and go in everyone and have a good time.

Yes, it is that time of year again, the treasurer will be sending out your renewal letters in the month of October for renewal of your membership. Dues will be the same as last year \$75. paid by December 5th and \$80. after our meeting night. Also there will be the usual questionnaire if you have any changes, please fill it out and return it to the treasurer.

We still have tickets on the Sir Lancer-a-Lot plane complete ready to fly with radio donated to the club as a club fund raiser by Dr Reagan, see Gene Henry for tickets or at the meeting see Dick Gifford. Tickets are \$5.00 each when all sold we will have the drawing.

Events coming up for the rest of the year at the field are, October 28th Heli Fun Fly, November 18th Largo Appreciation Day and family picnic and December 9, closed Fun Fly lets get behind VP Rich Zaggia and make these meets some of the best we have every had??????

Gene Henry, Acting Editor

A word on fuel found on the Internet by our President

Q: What makes my glow fuel go bad?

A: A couple of things can and will contribute to a glow fuel "going bad" First, lets talk about how you should store it; Fuel should never be opened until you're ready to start using it, and after its opened it should have its exposure to the atmosphere limited as much as possible. This is because the methanol (alcohol) in our fuel is hygroscopic, which means it will soak up water like a sponge- even out of the air! To help limit the exposure, especially in warmer humid climates, once open and at the field, devise a system to block off or cap your vents to the bottle. Don't leave the vents open if you use a pump or something similar, air (and humidity) will pass through an open vent and the fuel is more exposed. Water in the fuel is not a good thing, if it gets exposed to air, it can get water in it.

Next, while storing fuel, it is important to limit the sunlight it is exposed to. During storage, for obvious reasons a cool dry DARK place is the best way to go. Nitromethane, one component that most of us have in our fuel, will for the lack of a better term degrade when exposed to sunlight. I'm not going to get technical here with the chemical reaction specifics, but limit the sunlight exposure to fuels containing nitro. But what about a trip to the field? Yes, it gets exposed to moisture (through the air) and to sunlight! So lets keep it simple: keep the lines plugged and toss a light colored cloth over the bottle so that it is shaded.

If your are a large glow fuel user, say a gallon per weekend or day, is this something to get concerned about- probably not. However if you are a less frequent flier and that gallon of fuel will last you many trips to the field, all this may help you keep your fuel as fresh as possible. As a sidebar to this question, I have been asked numerous times if glow fuel has a shelf life. The answer is that I can not find any evidence to support whether it does or does not when it is kept unopened and tightly capped in a cool dry place. Once opened it can be a whole new ball game.

This was copied from an article I found on the Internet. But I think it is worth printing on the web or for a News Letter.

Don Piotter (prez)

**A little humor: "The only time you have too much fuel is when you're on fire"
-Jumbo the flier-**

"If the wings are traveling faster than the fuselage, it's probably a helicopter – and therefore unsafe"

"If something hasn't broken on your helicopter, it's about to."

OK enough of that for this time, Thanks to John Corraos E-mail.

Words of wisdom from our Chief Flight Instructor

Ed. says for the month of October , “The Learning Curve”. What learning curve? Well for all that venture into this fabulous science of flight, they will suddenly realize that this science is a continual, infinite, learning curve. Some think that because they have had flying experience that they know it all and models should be a push over. Then the reality hits them, right between the eyes that there is a lot more to this than they could of ever realized. The ARFs (almost ready to fly), people do not realize this right away because their planes were built by someone else but when they have to alter their plane or rebuild their plane, because of mishaps, a whole new situation awaits them. They know that they can’t go out and keep buying new aircraft so the only thing left is to fix the old one. But how they ask?

Well that is when it all starts, the learning curve. The questions begin. How do I do this? What will I need? Can I alter the original to something different or better? Is the power plant enough? Are the wings O.K.? What will the consequences be if I change this or that? Nine million questions and then you will only begin to scratch the surface to this science. You may keep awake nights thinking of your many questions but you will be begging for more and more every day. Keep right in that learning curve attitude and maybe, just maybe you will solve the big question. “The Learning Curve”.

Ed Rouisse, Chief Flight Instructor

Pictures of the summer events can be found on our web-site under the heading Photo-ops.

This space available for your articles and comments, please send them to Gene Henry, Acting Editor – LFC Times Kite6365@verizon.net

Members make it a habit and patronize our sponsors; they are there when we need something rather it be parts, kits, ARF’s or just some good ole advice they are Archie’s Hobbies, JGRC and The Whistle Stop.

THE END