



Club Officers

President – Robert Minieri
VP & Editor – Robert Cook
Treasurer – Sam Barrett
Secretary & Webmaster – Larry Bonnette

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NOTICE!
Be sure to pay club dues by August 1st!

The Tri-county Barnstormers hold monthly meetings at 7:30 PM on the first Thursday of each month at the Conroe Friendship Center.

The PropWash

Newsletter of the Tri-County Barnstormers R/C Club

Words from the Treasurer

[Sam Barrett](#)



As I said in my note accompanying dues statements, "It's time for Barnstormers to become Barnstormers for another year!" Dues statements went out, by email and snail mail, the Monday before our July monthly meeting. We have two more opportunities to pay in person at our monthly meeting on August 1st and September 5th. Remember should be paid by August 1st. The By-Laws allow you up to 60 days grace to re-new membership without incurring another initiation fee. So please don't let the summer vacation take all your attention and make you forget about dues. Our member dues support the great flying facility at Ray Brickhouse Field and make it possible for us to host events in a

first class manner. Paid dues invoices will be returned by email and snail mail. The gate combo for 2014 will be enclosed in the snail mail, along with the much requested AMA card membership sticker for Tri-County Barnstormers.

Now for a different topic!

The fourth of July was even hotter than usual at Ray Brickhouse as members reported a loss of power and accompanying water and restroom facilities. I went to the field and determined that we had lost one leg of the 240 volt from the utility pole. Entergy was called and showed up pretty quick. It was discovered that a wire in our meter pole was burned and had to be replaced. Entergy cut the incoming service drop and left us to have the damaged wiring replaced. An examination of the meter socket, main switch box and wiring indicated that the installation had probably been done sometime shortly after the passage in the bible where light was introduced (editor's note: meaning, it was old, ☺). It was all so oxidized and corroded that we considered replacing the entire pole and meter equipment if we could find someone who could do it quickly so the field would have power for the July 4th weekend.

I sought a recommendation for an electrician or electrical contractor from some of our members but since it was the 4th of July, was not successful finding one that was willing to come to the field on such short notice!

As a retired Naval Officer with a Surface Electronics designator and a willingness to work for little or no compensation, I changed my Treasurer hat with an Electrician hat and made a list of parts needed to replace the old and damaged gear on our meter pole. The next morning, my cousin Richard Preas and I took the parts to McCoys and got everything we needed to put it all back like new. A few icy Dr. Peppers and a couple of skinned knuckles later we had the meter pole components installed. A little more trouble shooting joined by Don Ramsey and we had the field ready to be hooked back up to the utility.

Entergy asked if we had a Walker County permit number and stopped us in our tracks. Luckily, we have been at Ray Brickhouse a long time and were “grandfathered” for our current power service connection. Walker County told Entergy to hook us back up! By 4:00 PM on July 5th, we were back on utility power and all involved were happy that the field now had toilets that could actually be flushed. This past year our members have replaced the pressure tank on our well, constructed new tables for

the pit area, and replaced all the components on our meter pole at the field using dollars from our maintenance budget. All these types of actions and maintaining the field in shape to fly aircraft and to host special events are supported by our member dues. We have property taxes, insurance, utilities and other recurring expenses that we manage so we get the best bang for our club dollar. Please get your dues invoices back quickly and remember to keep that AMA membership current to protect our investment in our club. Thanks to all our members for a great 2013 membership year.

Words from the Vice President and Editor

Robert Cook



In last month’s PropWash, I reached out to the membership for articles and ideas for content. I argued that while the By-Laws indicate that a monthly newsletter will be published, it is not incumbent on only club officers to provide content. Since previous ideas to engage the

membership have fallen flat (including forums and Google’s Plus groups), I am very pleased to report that two members stepped up to the plate to provide a couple very interesting submissions. I knew that we have a proverbial ton of experience and know-how amassed within the gray matter of our 140± and this month’s PropWash proves it. I would be happy to see more members muster the courage to provide some stories now that Ken and Bud have taken the first leap!

I just returned from a great vacation in Florida so I apologize for missing last month’s meeting but I did find some time to visit the site a couple times and met up with Sam as he was scoping the electrical issue. I have to say that I feel Sam really deserves credit for all he does for the club. Aside from the fact that he has all that “happy fun” treasury duties, that would make more than a few of us curl up into a ball and hide, he goes out of his way to fix problems and take a genuine interest in the welfare of the club. So please join me in thanking Sam for all he does for TCB!

We recently had a new member respond back to Sam that he would not be renewing his membership in the TCB because he found a club that was “a lot friendlier to new members”. He went on to say that he felt like he made a “costly mistake” joining TCB last year. While he has not provided any details as to why he felt this way, it reminded me of

when I first joined. I was lucky in that I found some veteran members that walked me through the club rules and helped me re-earn my wings. Yes, I was a more-or-less capable flier (most of you could do circles around me but I digress) but my point was, I have had generally very good experiences with TCB. Even when I got chastised by Paul one day, I knew I deserved it and was quick to correct my mistake.

So my question here is, does anyone else struggle as a new member (or even if you are not a new member) in that you are having a hard time learning to fly or some other issue? We aim to make TCB a relaxing, safe and fun club so any feedback you might have, or ideas to improve the club—especially for newcomers—would be greatly appreciated. Bring these to the next meeting or [shoot me an email](#) if you prefer and I will bring it up at the next meeting. Thanks much!

Do you have an idea for helping orient and train new club members? Bring it to the meeting!

Words from the Secretary

[Larry Bonnette](#)



July 11, 2013 Meeting Minutes

Start time: 7:36 PM
Members present: 34

The July 11, 2013 meeting was called to order at 7:36 PM by President Robert Minieri. This meeting was postponed due to the July 4th holiday.

The June meeting minutes were approved unanimously. Robert announced there would be night flying right after the meeting.

Sam reported the field conditions are good. The irrigation system is working, he installed two new phones, and the electric outage was resolved. Robert made repairs to the entry road. Some members ribbed him about the roughness of the road surface. Sam reported that the treasury is in good shape and that annual dues are now being accepted and must be paid by August 1st (60

day grace applies). Sam also told members that he received a letter from the IRS accepting the club as a nonprofit organization. No penalties were owed due to past tax neglect.

A member asked about gun shots possibly directed at planes from our new neighbor to the east. Keith Jarvis told members that he called the sheriff when he saw the neighbor with a shot gun and heard shots. Keith said that the sheriff said that the neighbor was shooting skeet not planes. In any case, Sam said he will contact the neighbor and welcome him and invite him to the field to show him what we are all about.

No safety issues were reported.

Robert told members that we will need new officers. He (Robert) will not be running for president and the Secretary position will also need to be filled as well as the Vice President position. Members should start thinking of replacements and make nominations.

Tip of the month is to "Never take your eyes off of your aircraft".

Five new members were voted in:

- Robert Bartley
- Joe Kaczmarick
- Wayne McCaffery
- Richard Montman
- Greg Miller

Model of the month was won by Kirk Massey.

The attendance award would have been won by C.J. LeBlanc (but he wasn't at the meeting)

The name tag award was won by Paul Green.

Meeting adjourned at 8:30

If you have ever wondered about the origins of the club or who was president in 2008 you can get the answers by going to the "Archive" page of the web site. There you will find many of the old "PropWash" and minutes. To access this valuable asset browse to <http://www.tricountybarnstormer.com/archives.htm>

The Builder's Corner

Special Submission
by [Bud Brinkley](#)

I thought that I would start writing a monthly column for the Propwash Newsletter called "The Builder's Corner" where I would discuss various subjects about model aircraft construction. I will try to cover a little of everything from basic beginning construction techniques all the way to advanced scale. I have been building airplanes for over 45 years and so I probably have a few nuggets to share and hopefully get a few members interested in building also. Feel free to email me any questions, and although my time is somewhat limited these days, I

will try to help in any way that I can.

I figure I will start with the topic of setting up a workspace for your building endeavors, along with a list of some basic modeling tools that will be helpful. For many years I have built planes starting in my bedroom as a kid, eventually the

If you do have the space for a dedicated shop I highly recommend building an island bench that will allow you to work on all sides of your plane as this makes things much easier as your models get larger. I built my bench "BenchZilla" that is over 5x9 feet and weighs over 400 lbs. It has a table saw built in, it's



Figure 1: Pictured here and aptly named is "BenchZilla"!

kitchen table, even on a boat that I lived on for several years. There have been many beautiful aircraft built by creative modelers on the wife's dining table and as long as you get the necessary permissions worked out, there is really no reason that a perfectly good airplane can't be built in even the most cramped circumstances. It's all a matter of planning. I once knew a buddy that had built a really unique portable building table that folded away and yet was very easy to access and use whenever the urge hit to build something.

own dust collection system, it's own power center, balsa stock storage, and tool drawers and a few other features that I have probably forgotten about over the years.

The main thing about any building surface for airplanes is being as flat and stiff as possible, as this allows you to build straight wings and fuselages without warps or twists. If you can source a hollow panel door blank, lay this on a pair of sawhorses and this makes an ideal bench and in fact I used this



Figure 2: Custom-built wall rack for DREMEL tool and bits.

for many years before BenchZilla came along.

ACTO knife rather quickly. Whatever you choose, be sure to

Next are the various hand tools that are necessary for successful projects. At the very minimum you will need an X-ACTO knife or similar, various hand clamps, a good straight edge, a ruler, some straight pins, sandpaper in various fine grits, epoxy glue mixing cups and sticks, a sharp pencil, and so forth. If you are building a kit or scratch building from plans you will need a work surface that you can lay the plans out and be soft enough to stick straight pins in to. I favor a ceiling panel of the type used in offices that have drop ceilings. It's available for pretty cheap at Home Depot. This will get chewed up as you use it so I consider it disposable and discard it after a plane is finished. Some folks like to use a piece of drywall. While this is nicely flat and smooth the gypsum core of the drywall tends to dull your straight pins and X-

As your building techniques evolve, you will want to purchase a few more advanced tools such as a DREMEL Tool set. I built the handy wall rack shown in Figure 2 that keeps all of my bits etc. in one place and ready for use.

I also built a little epoxy glue bottle rack (see Figure 3). I store my bottles upside down as this helps defer air entrapment, which can crystallize your epoxy prematurely. It also helps when the bottles get close to empty that you don't have to wait 10 agonizing minutes for the glue to slowly drain to the tip while you try to delicately hold pieces of balsa wood while



Figure 3: Custom-built rack stores epoxy upside down to minimize air and facilitate use.

cover your plans with wax paper before you start construction so they won't be marred by glue.

scratching your nose at the same time.

Another little tip is to never store your opened CA glue bottles close to your kicker spray bottles as this will surely cause the CA glue to harden in the bottle even if the cap is on. For glue mixing cups I buy a case of 10 zillion condiment cups at Sam's Club for around 10 dollars. For mixing sticks I tend to favor the Starbuck's coffee stir sticks as they are just the right size and flexibility and I can feed my caffeine addiction at the same time.

That's it for this month and stay tuned as next month I will discuss setting up a little more advanced workshop for those who have the space along with some ideas for tool storage and some dedicated model building fixtures and jigs.

Bud Brinkley

Flying in Mode 3

Special Submission
by [Ken Bauske](#)

I fly Mode 3. In our June 6th meeting I was asked to explain why. Here's why.

With Mode 3 the throttle and rudder are on the right stick and the aileron and elevator are on the left (see Figure 4 for all common transmitter modes). That arrangement is just the opposite of Mode 2, which almost everybody uses. When you buy a transmitter off the shelf, it comes normally with Mode 2. I can't fly with Mode 2. I never learned how.

But, fortunately for me in recent years Futaba has provided Mode

3 as a selectable user choice on their mid-priced 8UAP, 9C and 10C radios as well as on all their top of the line radios. I use the mid-priced hardware.

When I started flying RC in the olden days, I initially bought a pulse code Citizen Ship

AM single stick transmitter that I just had to have. I cradled this in my right arm and worked the combined rudder/aileron, elevator stick with my left hand. There was one problem: The Kraft single stick was designed so that right handed people worked the throttle slider with

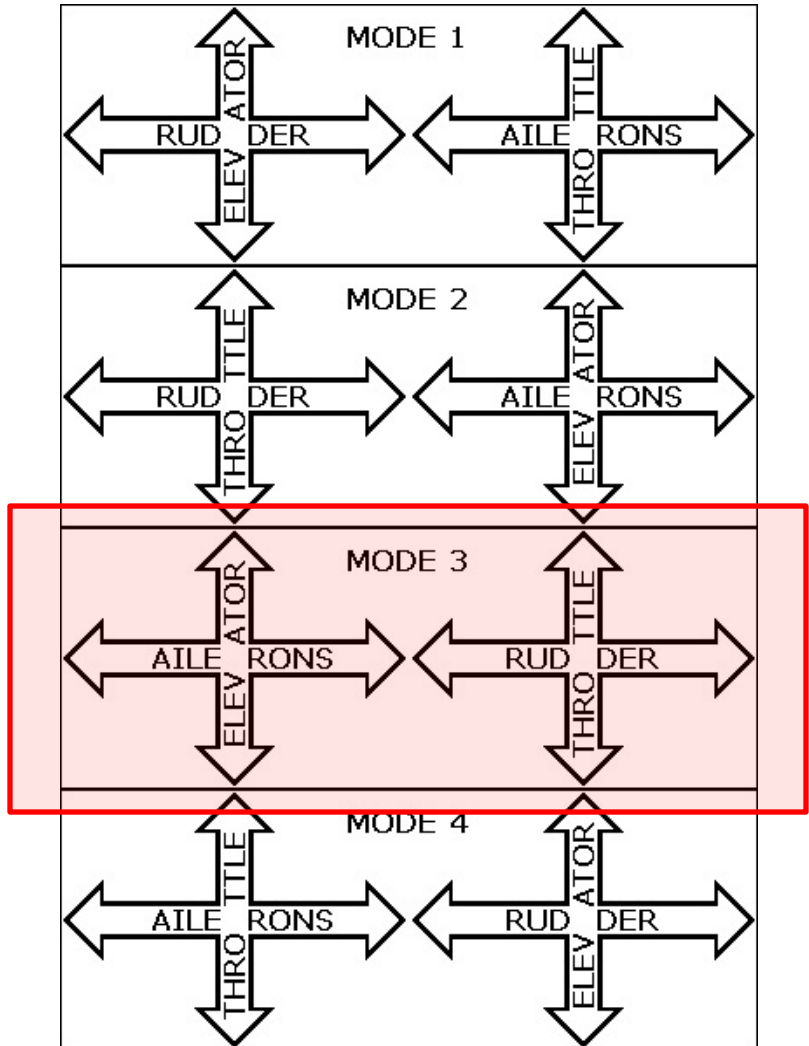


Figure 4: Transmitter Modes - Mode 2 is common but Ken Describes why he uses Mode 3

transmitter. It was a fat box with only one stick. I'm left handed so I fingered this stick with my left hand, holding the tx with my right. I only used the rudder function. A couple of years later Kraft came out with a full house

their left index finger. I had to do it with my right thumb. This contortion was awkward, but most of the stuff I flew needed full throttle anyhow just to stay in the air. Gliders were no problem.

Life intervened and I dropped out of the hobby for about 15 years. When I returned, the popular transmitters had two sticks and operated in Mode 2. But I already knew, however imperfectly, how to fly with my left hand. I didn't want to switch. Moreover, as a result of a nerve pinch, my right hand had become partially paralyzed. (This has mostly worn off since.)

This paralysis worked out well for soldering or heat shrinking MonoKote, because there was little or no feeling of pain in the hand holding the heated object. (Sniff...is something burning?) However, if I had tried to convert to Mode 2, I would have had to entrust my planes to a numb hand on the primary controls and relearn the sticks tricks.

So instead, I bought a basic Mode 2 Futaba, took the back off, and changed the throttle ratchet from the left to the right stick. Then, on the receiver I plugged the elevator into the throttle socket, the ailerons into the rudder socket, and the throttle into the elevator socket, etc. This worked all right for several years but went to hell when dual rates were introduced. These were assigned to fixed channels and switches on the newer radios. I wanted features like dual rate elevator. Instead, I got dual rate throttle.

Fortunately, along came computer radios. I only know about Futabas. But, I think many of the radio companies provide Mode 3 and assignable switches if you buy their highest priced transmitters. Futaba just does it for less. Even better, Futaba

offers a Mode 1 version, which comes with the throttle already on the right stick. (And I can then switch it to Mode 3 using the set-up software, slick as snot.)

Mode 1 is sometimes referred to as the "European version". It has a history going back to reed transmitters. But that's another story and I'm not really familiar with it.

Ken Bauske

