

## **EDITOR'S NOTES**

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We will be meeting at our new meeting place: The airport restaurant at Deer Valley Airport.

[stevenflarity@cox.net](mailto:stevenflarity@cox.net)

## **PRESIDENTS COLUMN**

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First off, I would like to thank everyone who attended last month's meeting for bearing with my lack of speech. Thanks Al for speaking for me. We are starting to approach the fun fly in March. I have actually received one pre-registration from an eager participant. At the last meeting, I requested that the members brainstorm and think of some different events. Along with thinking of these events, we will need people to actually run them (hint hint). If you have ideas, attend the meeting or get the info to me or one of the club officers. One of the topics that has stayed with us for some time is the field subject. As most of you who make it out to the field, there is presently a huge mound of dirt on the southern field. We have to start looking at options as the clock is ticking. One of our options is to start looking back at some areas that were ruled out as "plans" were already in place. If nothing has been built or done in 5 -6 years, there is potential. Those of us who live in Phoenix are also aware that the Skunk Creek Landfill is closing (actually as of this writing it is closed). While this may have potential (if we can find someone with the right contacts) it would be at least a year down the road. If anyone knows someone in place to talk about the landfill or another municipal piece of property, please step forward. That's it for this newsletter. I hope everyone had a merry Christmas and New Year.

As it is January, I am obligated to remind everyone about dues. It is time to pay up.

Eric  
email: [e\\_stevens@cox.net](mailto:e_stevens@cox.net)  
tel: (480)502-6745  
Cell: (602)980-1387

## **TECH TIPS**

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If you fly a Raptor 60/90, you might consider adding RC Precision's 'super-gear pin locks' to the tail drive pinion gears. A number of Raptors have

had the pin that locks the plastic pinion gears to the shaft fail in flight. These pin-locks are plastic rings that fit on the pinion gears and prevent the pin from loosening and falling out. For my Raptor I simply cut 3 brass rings from 1/2" brass tubing (lengths: .160", .160" and .200"). These fit tightly, and should be cut accurately and beveled on the inside edge to be able to press them on. Clean off any burrs, as there's only a few thousands of clearance between the outside of the brass ring and the tail gear housing.

## **JOKES**

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"Look at this," I said to my wife. I showed her an article in my newspaper describing how getting plenty of rest can improve one's memory.

She glanced at it and remarked sadly, "I can't remember the last time I had a good night's sleep."