

The Wright Flyer



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Newsletter of the WRIGHT FLYERS R/C Club

Website: www.joeld.net/wfrc

Meeting Highlights

by Leo Davids, WFRC Secretary

On Tuesday, January 12th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School, room 29. This was the fourth in the series of seven indoor meetings for the winter season and the first for 2010.

The meeting was called to order by President Wayne VanDenBoom at 7:12 PM. There were 14 members present including all five club officers.

Leo Davids reviewed the minutes of the December meeting as published in the January issue of the club newsletter. The minutes were approved as published.

Perry Dziuk gave a treasurer report. Membership dues of \$400 had been deposited since last month's meeting bringing the current balance in the treasury to \$3679.05. Dues for seven members were collected at the meeting which will add another \$350 to the treasury when deposited. Perry also presented the financial summary for 2009. The club started the year with a balance of \$3425.95 and finished with a balance of \$3279.05. The income for 2009 was \$1680.00 and the expenses were \$1826.90.

Under old business, the field mowing strategy was discussed. In response to Garth Landefeld's offer at last month's meeting to form a volunteer mowing staff from the club members, Nate Ewing said that he could participate for 2-3 cuttings of the field. Tom Springer also volunteered to do 2 cuttings. Mark Verbrugge offered to be a participant with his string trimmer.

Although at the last meeting, Pete Ewing offered that fall spraying of the weeds could be more

The next meeting is scheduled for
7:00 PM on Tuesday, **February 9th,**
2010. It will be held in **Room 29** of the
Monticello Middle School.

effective, Garth urged that we spray in late spring of this year for dandelions so the mowing frequency would be more a function of the grass height than weeds.

A motion was made to pay club volunteer field mowers \$50 per time. There was a discussion as to whether this was enough based on what it cost us in the past few years. For now the \$50 sum will stand but could be revisited based on economic conditions, success of weed control and weather conditions as the flying season progresses.

There was discussion of Tom Springer's proposal to install a weather station remote at the field. Tom did not have any further details of his plan from what he presented at the last meeting. There were concerns voiced that the equipment mounted in and on the shelter would entice vandalism. Unless a scheme was devised that minimized the visibility of the equipment and thwarted easy access to it, there were reservations about placing a weather station at the field. Some suggestions for packaging and mounting the weather monitoring equipment were offered. Tom felt he could surmount vandalism and was not deterred by how daunting it might be. In view of the scope and breath of this project, even though Tom has offered to be completely liable for the equipment cost, installation

and operation, a motion and vote for the project was not forthcoming at the meeting.

The meeting was adjourned at 7:52 PM.

Show & Tell

by Leo Davids, WFRC Secretary

Mark Verbrugge - Mark brought in his latest venture his first foray into turbine jet flying, a BTE Reaction 54 kit. The turbine hangs from the fuselage in the open behind the wing. This aircraft is suppose to be slow for jets (only 100-120 mph) but a very smooth and aerobatic flier. The kit is almost \$500 and the retracts and wheel brakes add another \$200. The turbine and starter package Mark is equipping the plane with runs around \$3800. It looks like Mark will have close to \$5K in it to get flying. He has not flown turbine jets and needs to get an AMA waiver before he can operate it at an AMA insured field. Here is the BTE web site: <http://www.btemodels.com/r54.html>.



Mark Verbrugge's BTE Reaction 54 Kit here and above



Scott Leiferman - Scott brought in his recently completed project, a Sig 4-Star 60 which he built from a kit. The covering and trim scheme was crafted from Monokote. This Sig design was brought out when 4-cycle glow engines were first hitting their stride, possibly why the 4-Star in the name. Things have changed over these many years so Scott felt the 4-Star would benefit from the latest technology. So he fitted it with one of his Suppo outrunner brushless electric motors, duplicating the setup he campaigned with last season in his Great Planes Extra 300 and Sig Hog Bipe. Based on suggestions floating around on the

internet, Scott clipped the 4-Star's wings by one rib bay on each to make it a little less of a "floater".

Scott Leiferman showing his Sig 4-Star 60 here and below.



Nate Ewing



Nate Ewing - Brought in the basic bits to build a scale Pitts S-1 biplane in recognition of an uncle who is building the full sized Pitts (*see photo on previous page*). Nate also inherited a counter-rotating electric heli that was passed down to him as a family “heirloom” yet needs some repairs to get it flying again.

Upcoming Events

TCRC Auction - The Twin Cities RC Club’s 34th annual auction will be held on Saturday, February 6th, at the Cross Point Church (9801 France Ave) in Bloomington. Items for sale will be RC airplanes and related equipment and supplies. Check-in starts at 8 AM and the auction starts at 9:30 AM. Admission is \$3 for bidder’s card. There will be merchandise raffles and food concessions. Check www.tcrconline.com for full details

Great Minnesota Air Show - Mark your calendars for June 26th & 27th, 2010, when an air show will be held at the St. Cloud Airport with the headlined act of the Navy Blue Angels. Check the event web site: <http://www.thegreatminnesotaairshow.com/> for details as the show dates approach.

RC Helicopter Safety Tips

From the Rogue Eagles R/C Club, Medford, Oregon

1. Whenever you start your helicopter, whether it’s a nitro, gasser, or electric, always hold the blade grips tightly. If your throttle is not all the way down, or there’s a glitch, your helicopter can spin out of control and cause damage.
2. Always stand a minimum of five to ten feet away from your helicopter and never fly toward yourself. Similarly, don’t fly around other people or pets.
3. Blade tips can be spinning in excess of 250 mph and a carbon fiber rotor at those speeds can do some serious damage and even cause death.
4. Always disconnect your battery/motor before trying to adjust anything on your helicopter.
5. If a blade separates during flight, it can fly in excess of 100 feet, so make sure your nuts/bolts are tight.
6. Perform a quick preflight check to make sure everything is as it’s supposed to be. Make sure nuts, bolts, and screws are tight, linkages aren’t loose, and your batteries are charged.
7. Don’t fly alone if it can be avoided and always have a cell phone or other means of communication available.
8. Don’t fly near trees, power lines, or other obstacles.

9. Avoid flying your RC helicopter in close proximity to another helicopter to avoid contact and a potentially fatal crash.
10. Don’t fly a nonelectric RC helicopter indoors. The fumes are toxic and not good for your health.
11. Practice new moves on a simulator first for safety and your wallet’s sake.
12. When flying on windy days, always fly upwind from your RC helicopter so a gust doesn’t blow it toward you. Better yet, don’t fly when it’s windy out.
13. Don’t adjust the radio when your helicopter is powered. If you accidentally reverse throttle, bad things can happen.
14. Avoid flying your RC helicopter at head height. If something comes loose or there’s a glitch (electrical or human) you’re less likely to lose an eye.
15. If you want to manually slow down the blades, do so by adding friction to the button and keep loose clothing and other bodily parts away from them.
16. When walking toward your helicopter, make sure that your transmitter’s throttle hold switch is turned on.
17. Only use hardened bolts for any bolt that has a load being placed on it. If possible, stick to stock parts.
18. Program fail-safe settings into your receiver if possible.
19. If you’re new to RC helicopters, make sure that an experienced helicopter pilot checks out your aircraft and radio setup prior to your first flight.
20. Don’t fly powerful RC helicopters indoors that were meant for the wide open spaces of outdoors.

Using Kitchen Appliances

From the Eugene Prop Spinners, Eugene, Oregon

I used to soak pieces of balsa in a pungent mix of ammonia and water in order to bend them around wing tip forms, or other compound curves, like a cowling form. Now I use the microwave.

Soak the balsa (or even plywood) in water for a few minutes, then zap it in the microwave. It comes out limp as a noodle, and ready to form into complex shapes.

Also, Kraft used to sell little plastic clamps with parallel faces. The tension was by a rubber band. These can be adjusted for any amount of pressure depending on your rubber band.

Don’t overlook small spring-loaded electrical battery clamps available from Radio Shack. These make nice



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clamps to hold things in place while the glue dries.

Got a wing warp? A finished model is usually too big and cumbersome to hold over a steaming kettle on your stove. Soak a bath towel in water and put it in the microwave until it is steaming hot. Wrap this around the warped wing. Have some books handy to use as weights to stress the structure in the proper direction a bit more than you would think; this is because the structure will spring back somewhat when it is all over. I hope you realize that even the finest and straightest building board is not much use if a warp creeps in after covering and painting. Butyrate dopes especially keep on shrinking and pulling at the structure.

If you don't have a MonoKote hot air gun, you can use an ordinary hair dryer. It might take a bit longer, but it is safer and you are not likely to melt the plastic film.

An easy way to cut large pieces of MonoKote is with a pizza cutter. You know, this is a wheel with a

2010 Club Officers

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Café Express

Want club logo apparel & other items? Shop here:
<http://www.cafepress.com/wrightflyersrc>.

If you have news or ideas for articles you would like to see, you can email me at jedweb@charter.net or call me at 763-263-3577. Jean Davids

handle. This works well for irregular shapes of MonoKote.

Tips and Tricks

from the First Weed Wacker Aerosquadron newsletter, Lakeside, CA



SEPARATE THOSE SHEETS

The protective backing on some covering films can be difficult to separate, initially. A strip of masking tape applied to each side creates a "handle" on which to pull—sheets then easily peel apart.