

The Wright Flyer



Volume 25 Issue 3

AMA #4143

March 2011

Newsletter of the WRIGHT FLYERS R/C Club

Website: www.joeld.net/wfrc

Meeting Highlights

by Leo Davids, WFRC Secretary

On Tuesday, February 8th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School, room #30

The meeting was called to order by president Wayne VanDenBoom at 7:18 PM. There were 9 people in attendance, including 3 club officers, 5 members, and a guest.

Leo Davids read the minutes of the January meeting as published in the February newsletter. The minutes were approved as published.

Perry Dziuk gave a treasury report. There was \$585 in membership dues deposited last month, to bring the current account balance to \$4611.86. Dues were collected from five members at the meeting and a check was written for \$150 to cover the AMA club charter and flying insurance certificates. These items will be included in next month's treasury balance.

Discussion was opened to pick some dates for the upcoming club events for 2011. Portable toilet rental at the field should start on April 1st. Field cleanup day at Montissippi Park was set for Saturday, April 16th. A club float fly was set for Saturday, May 7th. The site of the float fly will tentatively be Lake Orono in Elk River. Scott Leiferman volunteered to supply a retrieval boat for the float fly. The prior Saturday at Lake Orono will be an informal familiarization fly for those who want to check out the suitability of this site for their aircraft and flying ability.

Wayne VanDenBoom promoted scheduling two club picnic flies this summer. He proposed one for early summer and another in late summer or early fall. Before trying to pick dates we should see what dates

The next meeting is scheduled for
7:00 PM on Tuesday, **March 8th**,
2011. It will be held in **Room 29** of the
Monticello Middle School.

are being used for events that our members attend at clubs in our area (e.g., Crow River, Paynesville, Grassfield, Anoka County).

The meeting was adjourned at 8:11 PM.

Show & Tell

by Leo Davids, WFRC Secretary

Joel Dirnberger presented another rendition of a strip LED lighted aircraft after having his first shown at the previous meeting. This model was a RiteWing IYF-44 flying wing. The wing is EPP foam with chloroplast board for winglets and electronics bay hatches. The IYF apparently stands for "in your face" and the 44 is the wingspan in inches. Joel purchased a bare bones kit that provides a set of wing cores with fiberglass spars, balsa elevons and the coroplast parts. He used lengths of the strip LED's from the rolls that he showed at last meeting for illuminating the wing to the nth degree. Joel routed a groove in the wings to run a red LED strip full length in the left wing and a green LED strip in the right wing. Each winglet has a strip of LED's matching the wing color. The nose has a strip of white LED's and some blue "headlight" LED's on either side. The the propulsion is from a MircoDan 2505 outrunner brushless motor of 2800 KV rating capable of nearly 300 watts of power. The battery is a

1300 mah 3-cell LiPo. Joel hinged the elevons with packaging tape and covered the plane with clear document laminating film. Embedding the LED strings in the EPP foam and covering with clear film makes the whole wing glow brightly for night flying. A room-lights-off demonstration showed that the plane produces ample light intensity to readily read by. Still, all this lighting is only drawing a few watts of power so the motor's battery duration is not effected to any noticeable extent.



Upcoming Events

The portable toilet returns to Hays Field at Montissippi Park on April 1st, not unlike the other great returns in the spring; the swallows returning to San Juan Capistrano, California or the the buzzards to Hinckley, Ohio.

WFRC Field Cleanup Day - The annual day for field work is scheduled for Saturday, April 16th. This falls on the weekend after the monthly club meeting so that some preplanning can be discussed as meeting business. Depending on the weather conditions as April unfolds, the field rolling could occur before or after the cleanup date.

Big Sky Hobby Swap Meets have evolved into one of the largest RC events in Minnesota. The store is located on 3402 Federal Drive in Eagan. This is just east of the Pilot Knob and Yankee Doodle Roads intersection. The next swap meet, Sunday, May 22, 2011 is from 8am to noon. The store will be open and a complimentary brunch will be available inside. They will be giving away some prizes. The main venue is a huge parking lot that goes all the way around the store. It really fills up, along with parking on the street.

Runway Check in Florida

by Leo Davids, WFRC Secretary

While we were on a trip to visit friends in west central Florida, we made a visit to the local RC club flying field, home of the Englewood RC Flyers. They have a wide open site located on a former gravel mining operation in the plotted, yet sparsely



developed, area about 10 miles inland from the gulf coast. The club put in a mat runway about 6 years ago when the land was still part of the gravel mine. The material they used was the same heavy grade that Grath Landefeld found and recommended if WFRC were to to go for a runway. The Englewood Flyers went three courses wide to give them just over 40 feet of width and looked to be just over 200 feet long. They had two narrow taxiways connecting the pits through a safety fence. The runway was secured about every foot with foot long 2-leg staples.

The native soil is sandy and after grading the surface, they had the gravel pit owner lay down and compact a base of crushed shells to serve as support and drainage under the mat. Thus far in the six years of use, there are a few small patches visible which cover some vandalism and aircraft landing mishaps. There was even an unintentional demonstration of the mat's toughness for my edification when a flier made a rough landing/prop strike with his gas engine plane swinging a 18" APC prop. Other than black streaks on



the prop, neither the prop nor the mat sustained damage. The runway was for the most part very smooth and flat. However, I did step on a couple of unsupported spots a foot or two in diameter which may have been due to small sink-holes (3-4 inches deep).



The wind for the day was nearly a direct 5-10 mph crosswind, yet with the 40+ foot wide runway, it was useable for both takeoffs and landings with moderate flying skill by some of the fliers. If the width had only been two courses of matting, I doubt any of the fliers could have made much use of it in the wind conditions.

TCRC Auction

by Leo Davids, WFRC Secretary

Saturday, February 12th, was the BIG TCRC auction. Seemed nearly as big as ever. Maybe a little less goods for sale but the turnout of buyers was as strong as ever. I stayed until 3 PM and there were more people hanging in to bid than passed years so the end-of-the-day deals weren't as plentiful.

It may be the watershed year for electrics. They are becoming a significant, if still not major, percentage of the items. And the spread spectrum technology made a showing with three transmitter lots, a JR, a Futaba and a box of 4-5 Parkzone RTF models.

I saw a half dozen or so items I was interested in. Even though there were many great buys to be had, each item I wanted to score quickly went to my stop limit, so other than a well priced 2.4 GHz receiver at one of the LHS table sellers, I was an empty handed bidder. Couldn't even get a hit in the raffle that TCRC was running. I had better luck at it in previous years.

We had a good showing of WFRC members. Throughout the day, I saw Tom Springer, Buzz Plante, Ken Storie, Mike Ferretti and Gary Dahlheim. Tom

said he picked up a couple of planes and Gary got the winning bid on a unique low-winged, twin engine version of a Sig Senior.

Many nice glow powered or glow-ready airplanes on the auction block were veritable steals. The auctioneers at times promoted a "fly it like you stole it" mentality to encourage stalled bidding at hardly above the \$20 minimum opener. More receiver-ready glows were not getting much passed \$50 before they had to drop the gavel on them. On the other hand, it seemed like receiver ready electrics would reach the century mark that similar glow powered did in previous years before bidding stalled out.

Again this year, the TCRC club that organized this event did a superb job to move the goods, as well as feed and entertain the audience of spectators and bidders. "The show" runs for 8-9 hours non-stop but the planning and work that the TCRC team devotes to this deserves a curtain call with a standing ovation from our RC modeling community.



Tips & Tricks

All Screwed Up

—David McCormick, Pres, Falling Water RC Flying Club, Soddy-Daisy, TN

I recently discovered a great way to mount canopies, cowlings, hatches, virtually anything that requires a mounting screw, to attach it to an airplane. I'd like to



In This Issue

- ✓ Meeting Highlights
 - ✓ Show & Tell
 - ✓ Upcoming Events
 - ✓ Runway Check in Florida
 - ✓ TCRC Auction
 - ✓ Tips & Tricks
-

share it with the rest of my modeling friends.

As anyone who's ever tried to mount a fiberglass cowling or a plastic canopy on a balsa wood model knows, one of the most difficult things to do is to get the wood hard enough to reliably hold the mounting screws so they won't vibrate out in flight and allow the part to crack or fall off. In the past, the best method has seemed to be to use hardwood or plywood blocks, pre-drill the holes, and then harden them with CA. While that may work for a while, if you have to remove the screws a few times they eventually get loose again and you're right back at square one. Often, the next step is a bigger screw, which adds weight and looks crummy! So here's my solution ...

Cut a small piece of plastic antenna tubing slightly longer than the length of the screw. You can use any hard plastic tubing you have (not fuel tubing), just make sure the inside diameter is slightly smaller than the body of the screw. Antenna tubing is a perfect fit for the small allen-head servo mounting screws I like to use.

First, drill a small hole through the part and into the block (or balsa) as you normally would. Next, enlarge the hole to the outside diameter of the tubing. Make

2011 Club Officers

Pres	Wayne Van Den Boom	763-443-4440
VP.....	Tom Springer	612-221-4087
Treasurer	Perry Dzuik	763-477-6865
Secretary	Leo Davids	763-263-3577
Safety Off ...	Garth Landefeld	763-497-5828
News Ed	Jean Davids	763-263-3577

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

sure you're accurate with this hole, as it's important that the tubing fit snugly into the wood before gluing. You should have to tap the tubing into the hole with a small block or tool. If it's loose, drop down a size on your drill bit. You may want to practice on a scrap of wood at first to find the right bit sizes. Now just use thin CA to secure the tubing into the wood, and give it several minutes to dry.

Your screws will bite into the plastic tubing much better than they do into wood, and you can remove and replace them as many times as you need to. The friction of the tubing on the screws' threads will act like "lock-tite," and they won't vibrate out or loosen in flight. I keep several sizes of plastic tubing handy to match the various sizes of screws I use on my airplanes. You can use pan head, socket head, or flat head screws, whatever you prefer, they all work equally well with this method. And it's easy to modify an existing mount to use this method, too.

Good Luck!
