P. O. Box 1303
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The Wright Flyer

WEBSITE: WWW.JOELD.NET/WFRC

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NEWSLETTER OF THE WRIGHT FLYERS R/C CLUB

Meeting Highlights

On Tuesday September 12th, the Wright Flyers held the monthly membership meeting at the Montissippi Park. This was the fifth and last monthly meeting of the summer season at the flying field.

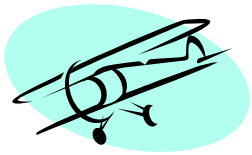
The business meeting was called to order at 7:20 PM by President Scott Lieferman. There were 10 members present including five club officers. The secretary presented the minutes of the August meeting and they were accepted as read. A treasurer's report was given by Perry Dziuk with recent receipts and bills leaving a balance $4,007.28 in the club's treasury. The official membership count for this year is 36 members.

Scott Leiferman and John Kossieck attempted to contact the Monticello Women of Today for inclusion in their annual kid's week activities but neither of them received a request for the club to participate.

Scott Leiferman was not able to contact the City of Buffalo to find out about using the new airport terminal building for our monthly meetings. It was decided to continue at the Monticello Middle school. Jeff Nelson will be contacted to make arrangements for a room starting in October.

Joel Dirnberger has located a source for producing our club logo on a decal sticker. There is an option on pricing of quantities based on whether we have the company producing them advertise on the backing of the sticker.

The meeting was adjourned at 7:46 PM



The next meeting is scheduled for **7:00 PM** on Tuesday, October 10th, 2006. It will be held in Room 30 of the Monticello Middle School.

Tips and Tricks

Fixing Holes

Fixing fiberglass cracks or filling holes and missing sections on airplane parts such as cowls is not hard to do. Clean the part well. Patch the area with masking or electrical tape on the outside surface. Cut fiberglass cloth to fit the inside area and a second patch slightly larger to overlap. Coat the inside of the tape with epoxy and layer the patches. When the epoxy cures, remove the tape and the repair will have nearly the shape of the original.
—Ernie Lee via the Web

Keep Connected

To prevent electrical connections (such as servo wires connected to a servo connection inside of a wing panel) from coming apart, place a short piece of heat shrink tubing around the connections and then apply heat to the shrink tubing. This will ensure a connection that will not come apart.
—Gordie McCann via the Web
both from Odessa Propbusters, Odessa TX

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Working With Carbon Fiber or Fiberglass

You may have noticed that your tools do not last very long when sanding or filing carbon fiber or fiberglass. Even the best hardened tools will loose their edges when working with these materials. One trick I have found is to use a metal cutoff bit in my high-speed motor tool, but instead of using it at high speeds, I use it at low speed. I do not want to melt the resin as it will just wreck the bit. High-speed tools are great for many tasks, but when it comes to carbon fiber or fiberglass, I prefer to use these tools in the slowest setting possible.

Carbon fiber and fiberglass are great lightweight products used throughout our hobby. Sometime we may not even realize that we are working with these products since many airplanes are made of balsa and have a shrink-like covering, such as MonoKote or UltraKote.

Many of the airplane's motor mounts are made of a plastic material which in many cases is carbon fiber. Carbon fiber and fiberglass can be deadly if inhaled. These materials can not be dissolved by the body and will remain in your lungs. The body will try to rid itself of this foreign material and can cause respiratory problems and possible death.

When drilling, filing, or sanding anything that looks as though it is made of plastic, carbon fiber, or fiberglass, it is always best to wear a good mask that will filter out the very small particles you will be producing. The best mask you can buy and one that uses a carbon filter and has a good, tight fit is the one you should use.

You should also wear some sort of eye protection because removing fiberglass dust or particles from your eyes will not be a pleasant or easy task.

Creating Insignia and Markings

Colorful appropriate markings, insignia, and lettering can bring our models to life. Suitable markings may be furnished in the kits we buy or can be purchased at hobby shops. Scratch builders can generate suitable markings on home computers or at copy centers such as Kinko's, but sometimes none of these options will do the job.

This describes an additional system of creating markings that has worked on half dozen or so of my models.

Obtain a piece of plate glass 12 x 12 or 12 x 18 inches with the edges ground round to prevent cuts. Coat one side with a sudsy, soapy film of water. (I use a bar of Oil of Olay hand soap.) When dry, spray with coats of dope. It can be clear or colored coats depending upon how you will go about creating the images.

The clear, doped glass can be placed directly over a full-size pattern of the image you are duplicating. Designs such as an Indian Head Squadron insignia or unusual lettering can be painted or inscribed directly above the pattern below using model dopes or FW Acrylic Artist ink. These inks can tolerate some handling and will not be affected by the protective clear dope overspray that will follow.

If there are large, unusual-style letters or numbers, then. spray the glass with that color. Trace the outlines on the plate and then cut around the outline with an X-Acto knife. The soapy film will act as a release agent and these images will easily lift off the glass.

Trace around where the image will be located on the model and paint that area with a very watery, thinned-out mix of Elmer's Glue and then apply the image to that area. Squeegee out any surplus glue and level out any bubbles. This application of glue sets the image to the model surface and will prevent crazing or distortions from occurring when a protective, clear dope overspray is applied to the area.

The colored dopes can be sliced into very thin strips and used for pin striping around lettering, etc. These thin strips and images we have created are surprisingly strong and will tolerate considerable handling without breaking up.

Here's to prettier models!

by Frank W. Beatty
From SAM NX-211, Saint Louis MO

Club Member Usage of the Montissippi Park Flying Field

We have some members trying initiatives with the hope of documenting how much flying actually occurs at the club's field along with who is there and when. Member John Kossieck, from Maple Lake, promoted and implemented a log book at the field in a box on the back of the frequency board. Scott Leiferman posted a summary of his season's activity at the field on the club web site's message/forum board. Leo Davids has started a thread on the same message board where he is going to log his visits to the field. Leo was hoping to use the log book at the field but the box on the back of the frequency board was empty on his most recent visit there.

Admittedly this effort is a bit fragmented so far, but the concept has some definite merits if it could become broadly accepted. John, for instance, wants to see what the user patterns are so that he can adjust whenever possible his flying visits to times when more members might be around to associate with. This is probably a desire of many of our members, some of whom use e-mail to try to coordinate or announce their intentions to fly at the field.

Others may be looking for help and would like to have the best shot at finding fellow members at the field. Even a few members might want to find the times when they could have the field all to themselves for some stealth flying. And our erstwhile mowing service might benefit from knowing when they could least disturb flying activity while cutting the grass.

Finally, if our landlords ever come to question the utilization of the field for the purposes our club has it set aside for, we could show the amount of significant activity we are bringing to the facility. So, if you buy into some of these benefits, please throw your support to one of the initiatives that have been started. If we can get a feel for the most popular one, we can direct our focus to the most used method.

USCG Patrol at Montissippi Park?

A few of our members who have been out to the field the last couple of weeks may have thought they were seeing a shameless promotion of the new movie "The Guardian" when a certain airplane with the unmistakable US Coast Guard markings has been taking to the air at Montissippi Park. The plane in question is actually one of the most drop dead simple multi-engine R/C models that has come along in the last few years. It is the electric powered Multiplex Twin Star II.

Yes, this model had a predecessor, the Twin Star (One), but the latest incarnation which came to the US almost a year ago from its German maker, is so much of an improvement that it only has a general resemblance to the original. Its Elapor foam construction is much tougher and more precision formed than the usual styrene foam which is commonly found in R/C models. Another impressive feat is how well it flies on the supplied pair of Speed 400 brush motors which in turn requires only a single electronic speed control.

The wing is a two-piece design that is removable and bolts fashionably to the fuselage eliminating the shabby rubber band technique. It employs dual aileron servos allowing differential and spoiler functions with a computer radio system. The flying characteristics of the Twin Star benefit from both of these functions. Purchasing the basic setup of servos, speed control and the Twin Star kit itself cost about $180.

The power can be supplied by either 7 or 8 cell Nimh batteries or 2s Li-Poly's of 2000 mah capacity or larger. With some throttle management, the plane will fly well for 10-12 minutes with 2000 mah. But how well the Twin Star actually flies is the real cincher. The look is totally multi-engine but none of the bad characteristics. Anyone who can fly the simplest intermediate plane can at last capably fly and enjoy a multi-engine model. At 56 inches of wing span and about 3 pounds all-up weight, the Twin Star II is a substantial model, not a girlie-man park flyer. But not requiring brushless motors and speed controls, it is more economical (to the tune of about $100 less RTF cost) than you might expect for the performance it exhibits.

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This USCG marked build of the Twin Star is the property of Hugh Lampert, who had gone inactive in our club but decided to get started again via the electric route. Hugh's chief ground mechanic who is introducing him to the nuances of electric flight is Leo Davids. This team has so far gotten over an hour of trouble-free air time on the Twin Star and is working to optimize the battery and prop combination for the best overall aerobatic performance and flight duration based on the stock motor system.

Recently, Mark Verburgge who has made a significant transition to electric flight this year, was treated to a few minutes of stick time on the Twin Star and wandered away muttering that he didn't know how to go back home and keep from immediately placing an order with Tower Hobbies for one.

In closing, either see the movie "The Guardian", join the Coast Guard, or go buy the plane. It's all quite inspiring.

By Leo Davids
WFRC, Monticello, MN

2006 Club Officers

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Treasurer	Perry Dzuik	763-477-6865
Secretary	Leo Davids	763-263-3577
Safety Off	Ron Bredeken	763-441-3199
News Ed	Jean Davids	763-263-3577

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

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

Hugh Lampert with his TwinStar II—Patterned after the US Coast Guard based out of Clearwater, Florida