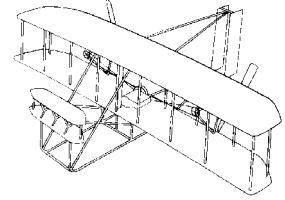


The Wright Flyer



P. O. Box 1303
Monticello, MN 55362

Website: www.joel.d.net/wfrc

VOLUME 21 ISSUE 2

AMA# 4143

FEBRUARY 2007

NEWSLETTER OF THE WRIGHT FLYERS R/C CLUB

Meeting Highlights

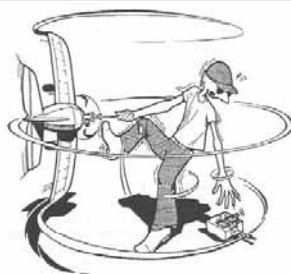
On Tuesday January 9th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School. This was the fourth monthly indoor meeting of the winter season.

The business meeting was called to order at 7:10 PM by President Scott Leiferman. There were 9 members present including five club officers. The secretary presented the minutes of the December meeting and they were accepted as read. The treasurer reported the current balance is \$3909.80. The financial summary for 2006 was presented.

Joel Dirnberger presented a final design for the club logo stickers. Samples had been tested and found to be fuel proof. A motion was made and approved by voice vote to have the club purchase a 1000 unit order of stickers. Each club member will initially receive 2 stickers when their 2007 membership is received. If a member would like more, their will be designated members with a supply to give out.

It was reported that vandals had flipped over and broken up the bleachers at the field. Since the structure's wood had developed significant rotting, they are deemed as not repairable and will be totally demolished and disposed of as part of the spring cleanup of the field. Possibly another bench like the one on the west side of the shelter could be installed where the bleachers had been which could provide sufficient seating for spectators.

The meeting was adjourned at 7:58 PM.



The next meeting is scheduled for **7:00 PM** on Tuesday, February 13th, 2007. It will be held in Room 30 of the Monticello Middle School.

Show and Tell

Rich Johnson brought in his latest "couldn't-pass-it-up swap", a Kyosho Nexus helicopter. This 30 sized glow powered heli has never been flown though it has been an obsolete model in the Kyosho line for a few years. It has a OS Max 30-sized engine and a mechanical Futaba gyro. Rich needs to find the tail rotor case which was cracked by the previous owner during startup attempts. Rich has started the engine, adjusted it for proper idle to cure the previous owners' complaint of a faulty clutch so thinks it will be ready to fly when the tail rotor case is replaced.

Scott Leiferman continued the nostalgia theme that Rich started at this month's show-and-tell with his progress so far on Bridi Utter Kaos. This was a famous pattern competition plane from back in the 1970's. Although more advanced for pattern than Scott's previous pattern legend the Sig Astro Hog, it is still a different construction and look from anything that is out there today. The balsa kit was true to the old designs with poorly die-cut parts that needed lots of sanding and fitting to assemble. The nose cowling is nothing but balsa blocks that require

(Continued on page 2)

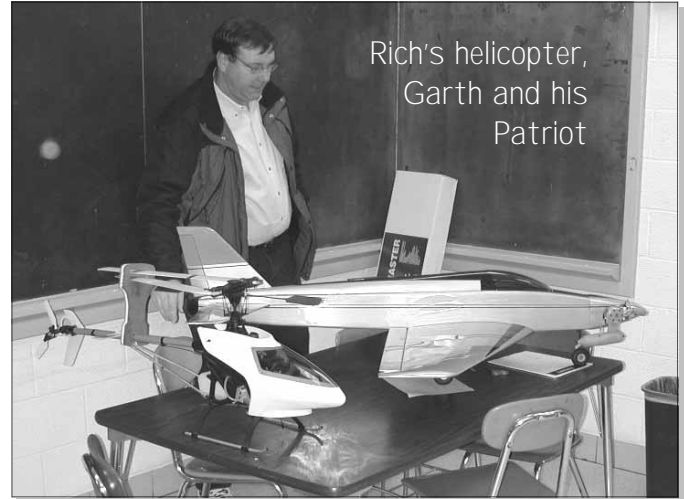
(Continued from page 1)

a fair amount of freehand shaping to surround the engine in the fashion Scott is accustomed to with today's fiberglass cowls. Scott had most of the balsa construction completed although he didn't have the ambition to whittle the cowling to the fully streamlined engine enclosure that they called for. He also wasn't sold on the strip aileron arrangement for single servo operation so set it up with dual servos mounted out in the wings as is the standard approach for today's models. His choice of power will be an OS 61-FX two-cycle glow engine.

Wayne VanDenBoom displayed what initially was thought to be an R/C spare parts rack but turned out to be a combat flyer called a Nats SSC. It had a 15-sized OS Max glow engine connected to a bunch of non-aerodynamic material which included coroplast for flying surfaces (a plastic version of corrugated cardboard popular for election campaign outdoor signage). The fuselage was a piece of extruded aluminum channel found at the local hardware store. With a generous helping of plastic zip ties, for its structural assembly, the kit version at one time could be bought for about \$10 which is how Wayne got his. He is hoping that the simplicity and economy of the package will prompt others in the club to throw one together and join him in some friendly combat flying this coming season.

Garth Landefeld presented his latest building project, a Great Planes Patriot. He had covered it in Monokote with a color and trim scheme inspired by the David Payne 40% Carden Extra 330 that is promoting the new Spektrum 7 Radio System. Garth experimented with Top Flite's Monokote trim solvent to adhere the trim pieces of iron-on Monokote to the base Monokote covering. He still had troubles eliminating the air bubbles that easily are entrapped whenever Monokote lays on itself. His Patriot is being powered by a MDS 78 glow 2-cycle which should get it beyond the 100 mph mark on the fly-by's. The kit is featured in a review article in the November issue of Model Aviation Magazine. Garth has the plane equipped with tricycle retractable landing gear. He did leave off the ABS molded side scoops that simulate the jet powered look it has. According to both the review and Garth's experience, these scoops are not easy to attach to a semi-open covered fuselage sides especially with Monokote involved. The plane has such a long nose that even with the radio gear mostly in the fuselage

aft of the wing, Garth found it requires a little more than a ¼ pound of lead in the tail to get the CG back where it belongs. Prop clearance is also marginal, but Garth thinks if he tips the lawn mowing service well, he shouldn't have too much of a problem.



Rich's helicopter,
Garth and his
Patriot



Scott & his Kaos



Wayne and his Combat Plane

Now this is a Camera Plane!

Most of us are familiar with the aerial camera work of our club's John Kossieck. For the past two years John has shot lots of video and still photos from his trusty aerial platform, a Blucore flat foam electric powered airplane that he scratch built. And he powered it with one of his custom built outrunner brushless electric motors. It has been very successful at capturing the terrain and action around our club field at Montissippi Park.

John has also roamed central Minnesota and captured many other R/C club fields and personal residences for fun and maybe for hire? He even won a photo contest for a publication in his hometown of Maple Lake.

John's plane has been toting a compact but versatile Casio digital camera which is controllable from the ground via one of his radio channels. Although the plane carries the camera to any reasonable altitude and can "film" for well over 15 minutes, his quest for perfection and consistency in image quality has prompted him to set to work on an even more ambitious aerial platform.

Of course this means that to get more solid and stable, things necessarily should get a little bigger. But from the looks of what John is building, you might think he moved the decimal point a little too far in his scale-up calculations. His original plane was in the neighborhood of 4 foot span, so you might expect a upsizing of 25%-50% to satisfy his needs. However, we may have to nickname John "Howard Hughes" when you see what he came up with. It is an 8-foot span aircraft! Just as Mr. Hughes liked his spruce, John loves his Blucore foam for virtually all the plane's structure.

In further keeping with the Kossieck tradition, John wants it powered by one of his custom built motors. He has put together a triple-stator version of his standard outrunner designs that he projects will swing at least a 15-inch diameter prop. And the motor is going to be coupled to a high voltage ESC and Li-Po battery system so it can generate many hundreds of watts of power without triple digit amperage.

One key piece of hardware that John is yearning for to cap off this project is a Spektrum Radio for



the guidance system so that this substantial investment of time, money and effort will be glitch-free and reliable to go anywhere (but probably not Iraq).

So if you experience what you think is a total eclipse of the sun when you're out flying next season, hopefully it will only be John flying a photo mission with his larger-than-life "Blucore Goose".

WFRC Club Logo Stickers

I have placed the order for the club stickers. We should receive them in 3 to 5 weeks. There was a \$20 extra shipping/handling charge that I was not aware of. However, they are running a special in January for 500 free stickers with each order. That means we will be getting a total of 1500 stickers for the price of 1000.

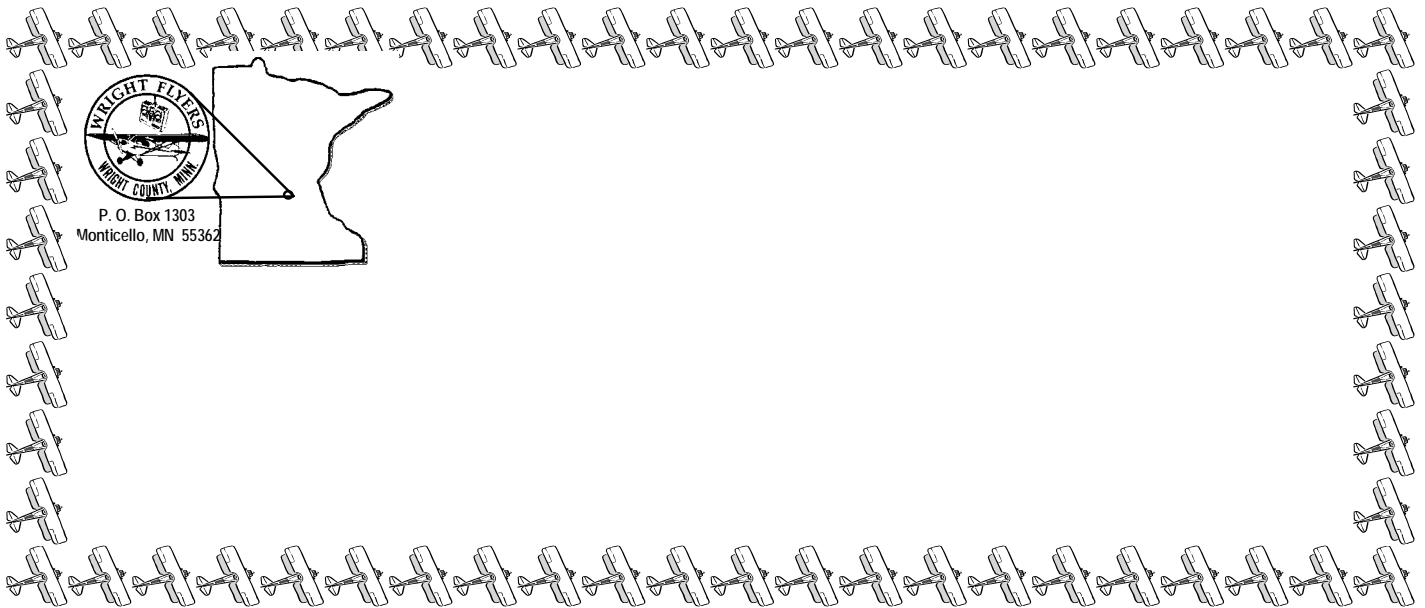
The final artwork for the stickers can be seen here:

http://www.joeld.net/wfrc/wfrc_logo_sticker.jpg

from Joel Dirnberger

TCRC 31st RC Aircraft Auction

Mark your calendars for this event presented annually by the Twin Cities Radio Control Club on Saturday February 10th. It will be held at the usual place, St. Peter's Church in Richfield. The registration begins at 8 AM and auction starts at 10 AM. Only radio controlled aircraft and associated equipment can be consigned for auction. The admission is \$3 including a bidding card. Opening bid is \$20 for items consigned. Raffles and concessions are run



In this Issue

- ✓ Meeting Highlights
- ✓ Show & Tell
- ✓ Now this is a Camera Plane!
- ✓ WFRRC Club Logo Stickers
- ✓ TCRC 31st RC Aircraft Auction
- ✓ For Sale
- ✓ Modes

for the day by the host TCRC club. Call Jim at 952-445-5257 or Scott at 952-934-1471 or visit <http://www.tcrconline.com/pages/auction.htm> for flyers, rules, maps and advance registration.

For Sale

For Sale by Leo Davids, Ph: 763-263-3577

E-Flite Tensor 4D- Year old aircraft, flat foam bi-plane, flown indoors and out. Currently has no un-repaired damage and was flying before radio and power system removed. Flies on a 100 watt outrunner brushless motor and 3 Hitec HS-55 servos. Check Horizon Hobby web site link for specs and features:

<http://www.horizonhobby.com/Products/Default.aspx?ProdID=EFL2100>

Bare bones plane for \$20.

Top Flite Sierra 40-sized glow engine trainer airplane- This is a mid-1990's high wing balsa constructed tricycle gear kit aircraft. It has 62 inch wingspan with 675 sq. in. of area. The airfoil is flat bottomed with strip ailerons. The plane is covered in white and metallic red Monokote. This plane is both cosmetically and structurally in

2007 Club Officers

Pres Scott Leiferman.....763-682-2707
VP Wayne Van Den Boom...763-428-2360
Treasurer.. Perry Dzuik763-477-6865
Secretary ... Leo Davids763-263-3577
Safety Off... Garth Landefeld.....763-497-5828
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.

Café Express

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

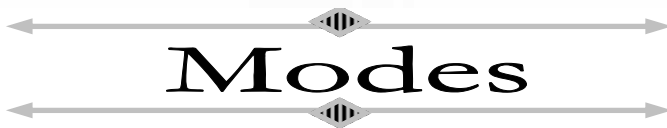
very good condition. The motor included is an Enya 45BB. Servos included are Tower Hobby and Cirrus brands. Currently the plane is flying with a 6-channel Airtronics radio of mid-1990's vintage. Price complete with radio is \$180, without radio but including servos is \$120.

Hobby Zone Sky Surfer Paraplane- Electric powered parafoil canopy chute (50" span) with tricycle carriage. Powered by a 370 Mabuchi motor driving a 9x4 gear reduced prop. Flies about 6-8 minutes on 6-cell 1100 mah Nimh battery packs (3 packs included). Controlled with a 2-channel 2-stick 27MHz radio. Model details can be found at the Hobby Zone web site: http://www.hobbyzone.com/rc_planes_hobbyzone_sky_surfer.htm.

Complete with batteries (no charger) for \$65, without batteries for \$50. Transmitter requires 6-AA alkaline batteries not included.

**Wright Flyers R/C Club
Financial Statement
December 31, 2006**

	<u>Income</u>	<u>Expense</u>	<u>Balance</u>
Beginning Balance			\$ 3,504.22
Deposits	1,756.16		
Total Income	\$ 1,756.16		\$ 1,756.16
Expenses:			
AMA Charter		150.00	
E-Z Flush		451.08	
GC Airport Mowers		500.00	
Meeting Room (Jeff Nelson)		40.00	
Membership Cards		21.83	
Newsletter Expense & Postage		93.18	
Signs		20.00	
Wayne Vandenboom		74.49	
Total Expenses		\$ 1,350.58	<u>\$ 1,350.58</u>
			\$ 3,909.80



Modes

Modes? Are you in the mood to think about modes? What mode do you fly and why? Chances are you are flying mode two and you're flying this mode because "everybody else is doing it." That's a good reason, especially if your instructor is a mode-two flier.

In America, mode two is predominate, mode one is flown mostly by old timers, and a couple of people fly mode three or four. When the first proportional radio sets arrived, the old timers had to make a choice. They were accustomed to buttons, single sticks with a rotary knob on the end, and levers. The levers on reed sets (four on an eight-channel, five for a 10-channel) were set up with the aileron (and rudder) on the right and elevator (and engine) on the left.

Since most flying was done with aileron and elevator, this configuration most resembled mode one and many fliers chose that route. The mode one-fliers were in the majority in the Michigan area in the 1960s and into the 1970s.

What happened after that? Mode two took over in the United States. Some early converts might have liked the single stick where the elevator cohabitated with the aileron. I have read that the radio sets that came in great numbers from Japan were mostly configured as mode two and was the largest influence. I have also heard that the ratio of mode one to mode two is much higher in Germany, Great Britain, and Australia than in the

United States.

Mode-one fliers and mode-two fliers each have their own theory as to which is best. It all comes down to which works best for you. The mode-one fliers in our area generally are the old-timers who graduated from reeds as in my case. I like and feel comfortable with mode one. I believe I can keep elevator and aileron controlled better with two different thumbs.

Some fliers can fly both interchangeably. If you can't and you're in the minority, you will find it tough to find a test pilot when you need one. Because of that and because of the availability of a good instructor are probably the best reasons to choose mode two. Some brave pilots have even changed over—successfully, too—from mode one to two.

*From Flight Lines, Prescott, Arizona
by Jerry Gill*

