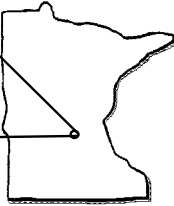


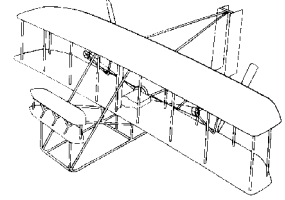


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# The Wright Flyer

Website: [www.joel.d.net/wfrc](http://www.joel.d.net/wfrc)



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NEWSLETTER OF THE WRIGHT FLYERS R/C CLUB

## Meeting Highlights

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

The business meeting was called to order at 7:13 PM by president Scott Leiferman. There were 10 members present including three club officers. The secretary presented the minutes of the September meeting. The minutes were approved with a change noted that the starting time of the September meeting was 7:06 PM not the 7:21 PM typo published in the October newsletter. There was no treasurer's report given. Jeff Nelson had the agreement for use of the Monticello school meeting room with \$31 total charge for the seven meetings we have scheduled. Jeff will sign the agreement and send in the money which the club will reimburse him for.

There was a general discussion about the condition of our flying field surface prompted by Garth Landefeld's observation about how rough the surface seems to be. The past two dry summers have depleted the grass and given the weeds a stronghold. This has resulted in clumps of grass and weeds with more dirt surface. Last year the field had a mid-season rolling in addition to the traditional spring rolling. Garth will see if he can give some of the field a rolling this weekend since the recent rains have softened up the surface. Scott Leiferman and Al Amundson will check on some sources of re-seeding of grass to see what it might cost and whether it can be accomplished without shutting down the field.

Leo Davids noted that the wind sock on the shelter is starting to develop rips. He will check out the vendor he purchased them from a couple of years ago and see if he can get a pair for replacements.

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

Unless there is a groundswell of opinion, the existing windsock will be left to tough out the winter and a fresh replacement will be installed in the spring.

The meeting was adjourned at 7:40 PM.

## Show-And-Tell

John Kossieck brought in his latest creation of an Aerial Photography aircraft in enormous proportions. For the better part of this year, John has been designing, building and modifying an 8-foot wing-span airplane to take his AP work to the next level. John began what has become an illustrious AP hobby with a pocket size Casio Exilim that was under 5 oz. and would take good photos and about 10-minute videos from his small electric powered Dow Blu-Core foam airplane. To improve the quality of his work, John has always yearned for a more stable platform and a larger camera. So the camera he chose is a Cannon Powershot G9 which has a 12 megapixel CCD and weighs about  $\frac{3}{4}$  of a pound. It can record up to an hour of video and has image stabilization to cut down on the many blurry shots inherent with this endeavor.

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After committing to a camera that is more expensive than most of the aircraft we fly, John tried to come up with an inexpensive aircraft constructed from his favorite material, expanded fan-fold sheet foam. His first wing was a structural success using ¼" thick fan-fold foam which he rolled to a chambered airfoil over a PVC pipe and then laminated two thicknesses together imbedding ¼" CF tubing in both leading and trailing edge for added strength. Although the final ½" thick wing was stout, John found it difficult to attach it securely to a fuselage of fan-fold foam. John decided his concept of a fan-fold constructed fuselage wasn't up to the structural standards of this project and went to a solid fuselage comprised of 2" thick expanded foam with CF tubing spine, Depron sheeting and packing tape all integrated to form a strong rigid structure.

John, as always, had to custom build the brushless outrunner motor that he felt would power the aircraft. Since he was looking for many hundreds of watts of power, John sought to use the high voltage approach where six 3S Li-Poly 3300 mAh packs in series would supply about 70 volts. Then, for just 10-15 amps of current, the motor could produce over 700 watts of power. The first motor John built turned out a little higher KV (RPM/Volts) than he wanted so it only swings a 10x4.7" prop and gets rather warm in consuming 700+ watts static. John feels he'll have to wind another motor which incorporates lighter gauge and more turns of wire to get the desired wattage at a little less RPM, thus allowing a larger diameter prop which is more fitting to the large slow flying characteristics his plane is projected to have.

In addition to issues with the motor, John realizes that he has to come up with stouter landing gear and might consider some strut bracing of the tail surfaces. John disappointed the crowd by not wanting to commit to a public viewing of the plane's maiden flight at the field this weekend because it is opening of pheasant season which he is obliged to participate in.

Garth Landefeld brought in his Lavochkin La-11 which was a scratch built project started by Leo Davids many (20+) years ago. Recently, the La-11 has been at the flying field twice in semi-secret test flights although there was an extensive article in last month's newsletter concerning the origin of the

plane. Garth gave an update on the test flying (four flights so far) and is in the process of re-doing the landing struts to incorporate spring coil loops so they will not bend so much from less than perfect landings. Garth also would like to re-do the panel lines and seal them so that they will not wear off from fuel and cleaning. He was led to believe that the Top Flite Panel Line Pen was permanent but not so much as they would like you to think.

Garth also brought in the start of his next scale project. He had the article from the current Model Aviation Magazine on a scale model of the Russian WWII IL-2 Stormovik from which he used the reduced plans to enlarge a set of plans for a 62" wingspan version. The full sized plans that go with the article are for a 80+ inch w/s version. Garth wants his IL-2 to be powered with a 60-sized glow engine. He hopes to add retractable gear and maybe use up the pricey green epoxy paint he purchased for finishing the Lavochkin La-11.



*Above: Garth's LA-11 and John's new aerial photography aircraft (and below)*



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## Update on the John Kossieck AP Plane



Since the showing of his AP plane at the September meeting, John has had it out flying twice. His first flight was on the original custom built brushless motor he had made. Unfortunately, the motor was over-propped and burned up from excessive heat under a few moments of wide open throttle. So John set aside his desire to create the power plant for it and bought a commercially available brushless motor of suitable wattage and KV for this aircraft mission. However, this motor is much heavier than his custom built motor and even after shortening the nose, it took about 5oz of weight in the tail to get the plane from deplorably nose heavy to manageable nose heavy.

The flying characteristics (when not so nose heavy) were just what John was looking for. Slow and steady but still good strong climb performance. The Li-Po battery pack was borderline too warm after lasting for a 16-minute flight without the camera payload but John expected he would need more battery capacity. Initial test flights were using only about ½ the battery capacity the plane was designed to carry on photo missions. If John's hunting pastime doesn't occupy all his spare time we may yet see some photography from his plane before the winter closes in.

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## WFRC Election Time



It is still not too late, but it's that time of year to elect the club officers for next year. We have the standard compliment of officers recommended by AMA. <http://www.modelaircraft.org/PDF-files/clubkit.pdf> (page 18 & 19). If you are interested in participating in the operation of YOUR club, take a look at the duties AMA recommends for the offices. Our current club officers are listed on the back of the newsletter. Most have held their office for a number of years out of dedication to having the club prosper.

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## AMA 2008 Membership Cards



We received an email from AMA that they will be running a little late getting out membership cards to those who renewed last month in a timely response to the notice sent by AMA. They hope to have the first round of card mailing out in early November which should be plenty of time before the current cards expire. Please make sure you get your renewals in as soon as you can because it also makes our club charter renewal go smoother even if you don't need your card until next spring for flying.

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## Source for Aircraft Color Schemes



Garth Landefeld, our resident club scale builder, has sent around an email with a link to a web site that has some basic color and marking schemes for hundreds of aircraft, especially the World Wars variety. If you didn't get his email or lost it, the site is: <http://wp.scn.ru/en/markings>

As you might discern, this is a Russian web site so the language can be a bit of a challenge but it is the pictures that you really want to see anyway. It looks like the content is derived from contributions sort of like the internet encyclopedia, Wikipedia. As such, the schemes are not necessarily authentic enough for competition but if you want something different than the popular ones found on the standard kits and ARF's this is a good place to get some ideas that might help your model stand out from the crowd.

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## Windy Days: Good Rudder Practice Days

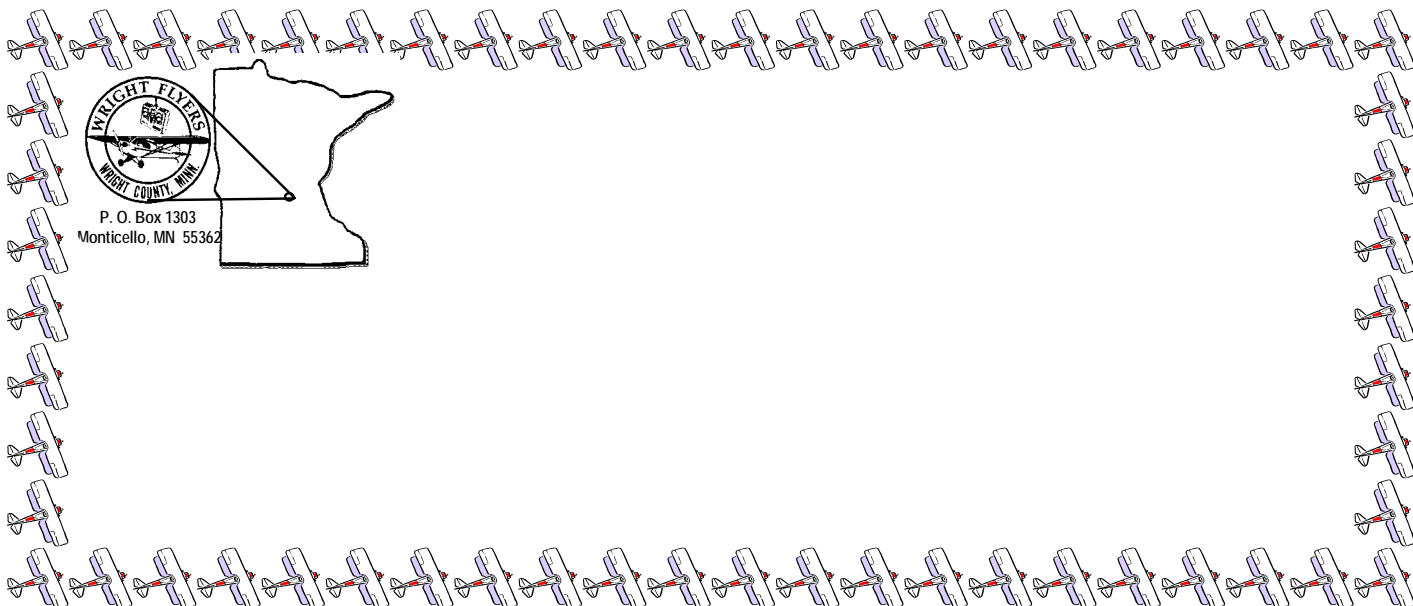


*by Salvatore Piu  
from the Ocean County Modelers, Inc., Lakehurst, NJ*

One of my friends asked me for some flight training, but canceled a few times because of windy conditions. For student pilots—since student pilots usually are flying on a buddy-box system anyway—take advantage of this: get some buddy-box stick time on a windy day.

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There are several benefits for students to do this while still using the buddy-box system. First, in order to keep the airplane under desired and controlled conditions, wind generally forces student pilots to be more active to maintain control during the flight, which equates to a faster learning curve.

Second, we always have some amount of wind at the field, therefore pilots should not be afraid of it. Better yet, pilots should learn how to deal with windy conditions, provided the model is capable of flying in that condition. An electric foamy airplane weighing less than 10 ounces, for instance, should not be flown on windy days, especially by a student pilot or one having recently soloed.

An underpowered or marginally powered model will also be more sensitive to even light wind. The general rule of thumb I use for not flying because it's too windy depends on how hard it is to assemble the model in the wind. If the wind places my model at high risk for damage during assembly, then it's

### **2007 Club Officers**

**Pres**.....Scott **Leiferman**..... 763-682-2707  
**VP** ..... Wayne Van Den Boom.. 763-428-2360  
**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

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

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too windy to fly.

I have flown in excessively windy conditions a few times over the years. However, in each case, the flight was no longer enjoyable because I was constantly correcting for wind-related issues, with the landing being the most intensive and nerve-racking part of the flight.

If the wind is a little annoyance during assembly, I will fly knowing the wind will be a little annoyance to contend with in the flight also. I call windy days “good rudder practice days” because rudder typically needs to be used more often on windy flights.

**Bottom line:** fly a few times in moderate wind conditions while you are a student on a buddy-box system because it will make you a better overall pilot.