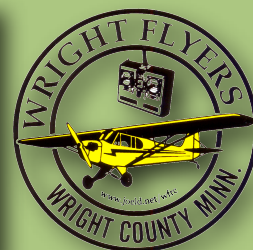


The Wright Flyer



Volume 22 Issue 3

AMA #4143

March 2008

Newsletter of the WRIGHT FLYERS R/C Club

Website: www.joeld.net/wfrc

Meeting Highlights

On Tuesday, February 12th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School.

The business meeting was called to order at 7:07 PM by president Scott Leiferman. There were 10 members present including five club officers.

The secretary read the minutes of the January meeting as published in the February newsletter. The minutes were approved as published and read.

The treasurer's report included \$610 of deposits and \$40.36 paid to the sign supplier through Rich Johnson. The current account balance is \$4150.07. Treasurer, Perry Dziuk presented the summary of the club's finances for 2007. This summary will be published in the next club newsletter. The summary shows that expenditures exceeded income by about \$300 for 2007. Upon request of Garth Landefeld, Perry checked the three years prior to 2007 which showed no persistent trend of deficits over those years.

Rich Johnson reported that he had obtained three more signs to post along the flying field which warn people to stay clear of the field if aircraft are operating. Wayne VanDenBoom suggested that we should post signs along both ends toward the river and the entrance because of the increase in foot traffic around the park we have seen this past year. Rich will have three more warning signs made, one

The next meeting is scheduled for
7:00 PM on Tuesday, March 11th, 2008.
It will be held in **Room 30 of the
Monticello Middle School.**

for each end and a spare in case any are stolen again.

Garth Landefeld presented a proposal to upgrade our field frequency board to accommodate the 2.4 GHz spread spectrum radios. Also, there would be a queue where people who are waiting for a flight station to open can place their frequency pin/AMA card. Garth will be temporarily removing the board from the pits and taking it to Buzz Plant's shop to make the upgrade. After discussion, Garth's plan was approved by the members at the meeting.

A discussion was opened to schedule a date for the spring field cleanup. After last years early spring cleanup, the sentiment at the meeting was to go for early again. So the date of Saturday, April 5th, was selected. Because of this early cleanup, it was requested that Garth arrange to start our portable toilet rental on April 1st and tentatively run through October.

Rich Johnson announced he has a "bus" to run to the AMA R/C Extreme event in Muncie, Indiana, in June. Anyone interested in going along should contact Rich.

The meeting was adjourned at 8:16 PM.

Coming Events

Weak Signals R/C Expo - The famous annual Toledo R/C Show is scheduled for April 4th, 5th & 6th at the Seagate Center in Toledo, Ohio. See their web site <http://www.toledoshow.com/> for details.

WFRC Field Cleanup Day - The annual member volunteer work day is set for Saturday, April 5th. The main activity that we always need help for is leveling gopher mounds, filling wheel ruts on the field and rolling the field. Also a new wind sock and field boundary warning signs need to be installed. Possibly there may be some repairs needed to the tables in the shelter or pit area. If we can get a tractor, the parking lot normally needs a smoothing out as well.

February Meeting Show and Tell

Mark Verbrugge brought in a model he is building of the Russian SU-27 Flanker jet fighter. It is kitted by AK Models out of Iowa City, Iowa, and is a nose prop-driven jet model which has a scale-like appearance. This model is built mostly from balsa and light plywood. Virtually all the parts are Laser-Cut for good fit and easy, fast assembly. The SU-27 Flanker has tube plug-in wings with an independent servo in each wing. Each elevator has an independent servo as well. Dual rudders are controlled by one servo. Servo bays are located at the rear part of the engines ducting. The Flanker is designed to use a .90 size 2 stroke engine and equipped with air retractable landing gear.

So far Mark has the plane's wood structure assembled but wasn't sure about using a glow engine to drive a nose prop. He is toying with the idea of converting it to an electric outrunner motor for a nose-driven prop for more scale look. The plane is suppose to weigh 8.25 lbs. with the recommended glow power setup and has 54 inch wing span. That would require some big batteries and motor to match the glow performance.

Mark purchased the model direct from AK Models at www.ak-models.com and is impressed by the quality of the wood and fit-up. He hopes that,



Mark Verbrugge is building this Russian SU-27 Flanker jet fighter.

although a jet design, the prop drive and large wheels will allow successful operation from our grass field. Due to forgetting a camera, the photo of the SU-27 Flanker is from the AK Models web site, not an actual photo of Mark's plane!

WFRC Membership Report

WFRC mailed the club charter paperwork to AMA a few days after the February meeting. Our club charter for 2008, along with certificates of insurance for the owner of the flying field, were received on March 1st. When our charter was sent in to AMA, there were 19 of last year's 36 members who have rejoined the Wright Flyers for 2008. And 26 of last year's members have rejoined the AMA for 2008. There is one new member who has joined the club for 2008. If you are one of the 17 who haven't paid your WFRC dues or one of the 10 who have not paid for AMA yet, get it taken care of now. Spring is creeping up and before you know it, the flying field will be beckoning you start flying again.

Take More Chances - Enjoy More Crashes

As you gain in skills, you will take more chances. For instance, an outside loop with a trainer! Well, you just learned that the typical trainer will not do an outside loop (outside loop—from straight and level flight, push down; go down and around to straight, and level flight again.) When your trainer has reached the inverted position and is trying to go up while inverted, it either won't climb or falls off to the side. The likely result is a crash. The definite result is a learning experience.

Don't give in to the temptation to blame your airplane, radio, the wind, the sun, or anything else external. The fault lies with your urge to try something new. Congratulations! You are well on your way to becoming an excellent flier.

Now, how does a beginning flier get out of a difficult situation? The answer, my friend—it depends. In the above outside loop situation, the

experienced flier would stay in inverted flight and level off. Then either give up to do a half-inverted inside loop, or do a half roll to level flight. This comes with experience—experience in getting out of tight situations. The flier who never gets into a difficult situation—that is, never takes a chance—never progresses.

Is there a general method for getting out of trouble? Yes, only one. Before you try it, think about it and think about things that can go wrong. Remember the “three mistakes high” rule. You might want to discuss your attempts with an instructor beforehand. You definitely want to discuss your new maneuvers with someone more experienced afterward. If only to brag or find out what went wrong.

Oh, one more thing. Please make sure your attempts are safely out over the field, never near the pits.

by Bob Karasiewicz

From the Ramblings newsletter, Randolph, New Jersey

Tips & Tricks

Got fuel-soaked balsa?

Fuel leak from the fuel tank all over the tank compartment? If so I have the solution! First, remove the fuel tank if able. Next, try to dry as much as possible. When finished, get some regular corn starch and dump it in the compartment and leave for 24-48 hours. After that, dump out the excess (if able) or use the vacuum cleaner. You will probably have corn starch stuck on the balsa where the fuel was. Just push the tank in and take it back out and use the vacuum to get the rest out. If it is still damp reapply the corn starch for another 24 hours.

Repeat as you feel necessary. Yes, there are other methods to use but I have found this one to be best.

Tip for those who have Real Flight G2

If you use the interface controller for real flight, take a small zip tie and secure the cord to the carrying handle that way it will relieve the stress on the wire going into the controller.



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Tip for cleaning bolts

I saw this little tidbit on RunRyder on cleaning bolts before applying loctite to them. To do so, place the pile in a fine strainer (stainless) and sink it in a pot of boiling water and regular, not lemon, Cascade detergent for about 10 minutes. Dissolve the Cascade first. Rinse thoroughly and dry when complete. The parts are very clean when done. No further prep work is needed. This is easier on the fingers than the manual method, especially on a new model with a whole bag of screws to do.

Reinstalling the fuel tank with motor installed

Have you ever tried to run those pesky fuel lines through the tiny hole in the firewall while the motor

2008 Club Officers

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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 jedavids@charter.net Or call me at 763-263-3577. Jean Davids

is installed and you got a headache? Well here is your aspirin! If you have any old pushrods or old bent landing gear lying around, straighten them as best you can and route them through the front of the firewall to the radio compartment. Then hook your fuel lines onto the wire and pull the wire out of the firewall. Easy huh?

Reducing glitch

Use shrink or silicon tubing on metal parts such as throttle and linkages to reduce minimum glitching.

—All tips and tricks from Jim's RC.com
(<http://jimsrc.com/tips.html>)
