

# Mountaineer R/C Flying Club

AMA Chapter #659

February 2003



## Club News

Not a whole lot of news to report this time around. I believe as of this writing, I've only been out to the field twice since the last newsletter. Been a little on the chilly and muddy side to be spending a bunch of time out there.

With nothing going on, there isn't much to inspire any great articles and photos are going to be scarce. Fortunately, Stan sent in an article to help fill up the newsletter.

If you are currently a paid member, you should have received a post card and a membership card with this newsletter. Please let me know if you didn't get them. Please fill out the post card, put a stamp on it and get it in as soon as possible. Our membership information has gotten a little dated. We will use this information to print a membership directory and compile statistics on frequencies in use and how many are using the same frequencies. Should be helpful to everyone when buying a new radio system. Please note, in order to receive your member directory, you have to send the card back in. Cards should be in no later than March 31st.

The gate code will be changed about a week after this newsletter mails so you might want to put the card in your wallet.

*Barry*

## The Evil Twin

Well, I'm just about done with my Great Planes J-3 Cub ARF. Once again I decided to deviate from the norm. I thought mounting a Saito 90 twin would be the perfect engine for the plane. Yea, it is a 40 size plane, but I figure the 90 twin is roughly equivalent to 72 power wise. Besides, they look and sound very cool.

I can safely say mounting a twin, particularly in an ARF, is a pain in the ass.. Basically you throw the part of the manual that deals with mounting the engine out the window and figure it out yourself. Actually mounting the engine to the firewall is an "eyeballing" affair. Since there are no construction plans that show center lines, etc., it is your best guess.

With the engine mounted, now comes the cowl fitting experience. In the case of a Cub, the cowl will not fit without cutting it in half. So with a new razor saw you begin hacking away at a \$25 cowl. Actually this wasn't too bad,



*Note the screws holding the two halves together*

*(...continued on page 2)*

Next Meeting, Tuesday, February 25th  
at the offices of Mountain CAD at 7:00 PM  
Contact Barry for directions

## ***Meeting notes for January 21st...***

In attendance: Denny Bostic, Bob Rowe, Dave Gaines, Rex Spurlock, Stan Clark, Charles Jarvis and Barry Thaxton.

The Treasury reported our balance to be \$1320.89 and expect to have approximately 40 members after the dust settles.

New benches for the field were discussed. Bob Rowe made a motion to invest no more than \$300 for materials to build them. Denny said he would build one for the club.

Denny brought up several topics. The first concerning establishing order at the meetings. He acknowledge all the people involved with improvements to the mower shed.

The conversation turned to actions of our members at the field, language, etc. The dialog kind of went on for a while and I'm not sure what if anything was resolved.

Denny proposed we purchase a new windsock. Barry said he had a red, white and blue one he would donate.. Denny also proposed flying the American flag at the field. After the debate, Denny is to construct a container for the flag and attach to the fence.

Denny asked Stan to take the propeller sign off the shelter and refinish it. Stan agreed.

The conversation turned to practices at the field. After the debate, Dave said he would type up some guidelines to be used in conjunction with the field map.

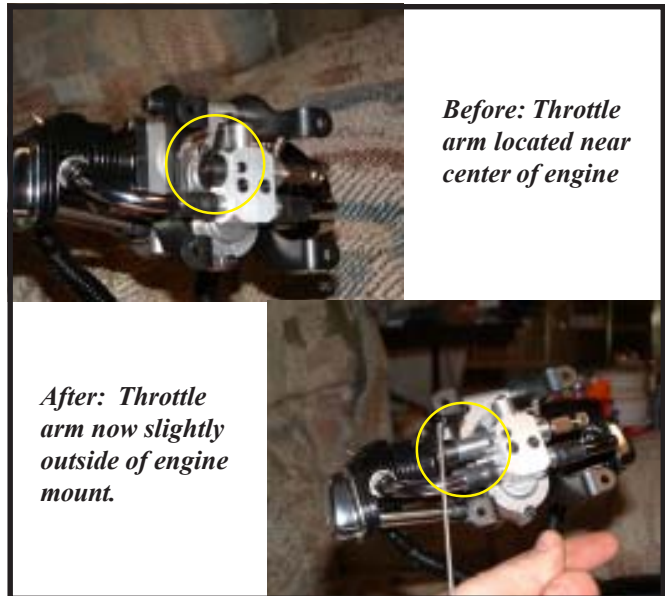
---

### ***(The Evil Twin continued...)***

but did catch myself breathing heavy at times.

With the cowl split, you make your templates for cutting the engine openings in the usual way. Remove the engine, put the cowl on and make your marks. Then grind away with the dremel tool. Actually I think I had the engine on and off about 6 or 7 times getting it to fit, blowing the better part of an afternoon.

When it was all said and done, I was feeling pretty good about the job I did, right up until I realized there was no possible way to hookup the throttle linkage. Yep, in all my planning and scheming to get the cowl right, the fact that carburetors on glow twins are located dead center on the back of the engine evaded me. No room for setting up some sort of bellcrank mechanism either.



After doing a bit of research, I discovered that Saito makes a throttle barrel extension. It is not discussed in the manual, nor is it listed as an accessory in any of their literature. After some extensive searching on their web site, I found the part. I can only wonder why they don't advertise this part for all their engines. Even on single cylinder installations, having the throttle arm out near the edge of the firewall would be a great help.

Now to my soap box to complain about Great Planes ARFs. Once again I found myself with another inferior plane. The wing mounting plate wasn't installed in the fuse. Completely left out at the factory. The seams in the covering are less than fair and the wing joint sucked. On a scale from 1 to 10, I'd give this ARF about a 5. It is about time for the big guys to step up in my opinion. The little guys out there are producing higher quality planes at less cost. I'd love to buy Great Planes new Lancair, and I've almost hit the buy button on Tower's web site a couple of times, but I know I would be in for the same problems. Oh well.

Off my soap box. Can't wait to fly the Cub. ✈

The year 2003 has a lot going for it:

- The first year of a three-year bicentennial celebration of the **Lewis and Clark Expedition**.
- The centennial celebration of **manned, powered flight at Kitty Hawk, NC on December 17<sup>th</sup>, 1903**. Our focus is the aviation centennial. Remember that SCALE = REALISM. Realism covers a wide range; from aircraft design, to construction, to flight, and even to aviation history.

Some of the things to watch for in 2003:

- A full-year of events at **WPAFB in Dayton, Ohio** (more info later on specific events).
- A **National Air Tour** recreating the tours of the 1920s and 1930s; in particular, the Tour scheduled for 1932 but cancelled due to the Great Depression. About 25 aircraft representing 1932 and earlier are expected to participate in a 17-day tour, **Sept 8-17<sup>th</sup>, 2003** starting and ending in **Dearborn, Mi**; the closest stops to us are: **Winston-Salem, Frederick, MD, Pittsburg, and Dayton**.
- Opening of the **Steven F. Udvar-Hazy Center at Washington Dulles International Airport** in December 2003. A facility to provide display and restoration facilities complementing those at the National Air and Space Museum downtown, and replacing the Paul Garber Restoration and Preservation Facility at Suitland, MD.
- Lots of articles about aviation; past, present, and future throughout the year. If you see something that we ought to report on and we can relate it to scale, let me know.

This month lets begin with some aviation history stuff. I once knew a high school U. S. History teacher who said: "One needs to have a healthy disrespect for official recorded history". To help students appreciate this, the first 3 weeks of the year were spent reading, discussing, and writing a critique of the Warren Commission Report. As we hear more about aviation history keep the above statement in mind.

For starters, a couple of questions:

The following dates all have some significance to aviation history.

12/8/03, 12/17/03, 5/22/06, 7/4/08, 9/08, 5/29/10, 5/28/14, 6/6/17, 5/27/19.

- Which date was the first public demonstration of manned, powered flight and who was the pilot?
- Who piloted the aircraft and what other significant event occurred on the 9/08 flight?
- Can you put an event/activity with the other dates? (Answers next time)

**Other Scale Stuff - NASA** Have you heard of NASA? No, not that NASA! AMA's special interest group: National Association of Scale Aeromodelers. this group is responsible for AMA's National Championships in RC, C/L, and FF (free flight) Scale. The first time I flew at the Mint Julep Scale Contest (1998) I saw Mike Barbee win the NASA Technical Achievement Award. My reaction was: What's NASA got to do with scale flying? Now I know. Their quarterly newsletter covers scale activities and news world-wide; annual dues are \$15.

The **AMA Scale Nats** is getting away from the trials and tribulations of July 4<sup>th</sup> scheduling, and this year will be held **June 27,28, and 29**. They hope to establish this as an annual date. Changes for 2003 include: a new location for C/L Scale closer to the public road, parallel to the main entrance. This will greatly help eliminate RC scale aircraft overflying the C/L circles, which has been a major problem. Even with Muncie's 600 acres there are space issues.

**Electric Indoor RC Scale: August 15, 16, and 17, 2003** at the Neville Island Sports Complex, near Pittsburg, and very close to I 79.

Final note: Read **Stan Alexander's RC Scale column in Model Aviation**. Its must reading for scale news; this month's column covers what Oshkosh Air Adventure 2003 will be doing for the centennial of flight. Stan A, a resident of Nashville, who lives near my daughter has shown me around the area's flying fields and I have flown with him. As the Chief Judge at the last 3 World Scale Championships, president of NASA, a regular columnist in Model Aviation, a photographer of significance, and a working person with a family he is a busy person.

## Club Contacts

President ..... Denny Bostic ..... 768-5075  
*email - dib259@aol.com*  
Vice Pres. .... Bob Rowe ..... 744-3783  
*email - rudderhinge@mountaineer-rc.com*  
Sec/Treas. .... Dave Gaines ..... 727-1549  
*email - WVRCFlyer@hotmail.com*  
Newsletter ..... Barry Thaxton ..... 766-9180  
*email - barry@mountaineer-rc.com*

## Around the Field

This probably should be titled, "In The Basement", since the weather has been so bad. Not a whole lot of flying going on. We had one near Spring like day where a lot of folks showed up, but that is about it. Even on days when the weather is permitting, the mud is so bad, it hardly makes it worth it. A few of us have got a little snow flying in.

We did have a successful flight of the Turbo Tube twin engine plane I mentioned in the last newsletter. We had problems with the nose gear and will have to get that fixed before we can get decent ground handling.

Dave got his Lazy Bee built, but seems to be having some engine thrust problems. Cool little plane and I hope Dave can work the bugs out. Darren Fields had his new Hanger 9 PT-19 out. Flies great.

Haven't heard of too many building projects going on. Dave Gaines has started his A-10 Warthog project, Bob Yates is working on his Top-Flight T-34, Bob Rowe has his new Ecstasy framed up and recently finished his Great Planes Extra kit. I'm about done with my Cub project and about half way done with my 60 size Spitfire ARF from Jamara. A German based company. Great quality, just wish the instructions were in English. Denny recently finished his Thunder Tiger J-3 Cub as well.

If you have a project going on, please let us know. Looking forward to a lot of new Spring time planes

*Barry*



**THE FOUNTAIN HOBBY CENTER**  
200 W. Washinaton Street  
Charleston, WV 25302  
344-1441



*Darren Field's new Hanger 9 PT-19 powered by a Saito 150 with Robart Robo-Struts.*



*Bob Yates' Telemaster suffering from a little snow build up on the tires.*