

Mountaineer R/C Flying Club

May 2002



Bob Rowe's new Shoestring

Club News

As you probably noticed, the newsletter is running late this month. My father passed away on April 28th and I was unable to spend the time needed to get the newsletter on the street. Also please note the meeting is being held a week later. It will be May 19th @ 2:00PM. I apologize for my personal issues getting the scheduling out of whack, but sometimes that is life.

Starting to see more folks at the field. If someone could just figure out how to calm the winds down, we would be in great shape. We added a new member, Rex Spurlock. He should be easy to recognize. He is the guy flying the coroplast airplanes.

Our picnic on the 27th was a success. Didn't get an exact count, but the turn out was good. John Swartout was in town visiting family and stopped by to see if anyone was at the field. He had no idea we were having the picnic that day. Needless to say we had plenty of food. There was enough for two or three picnics. We took some ribbing from the wives who were there, saying a man must of planned it. For the September picnic, we'll have to put a food sign-up sheet in the pin box hopefully to avoid having mass quantities again.

Barry

Computer Decals

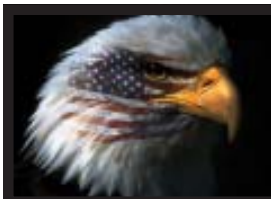
Since nearly everyone has a computer and printer these days, I've been trying to figure out some way to utilize a color inkjet printer to make decals. I read an article somewhere about using a color copier, but most of us don't have access to one unless you want to go to a copy center and pay a buck or two a sheet.

Several companies are making water transfer decal paper for inkjet printers. Have not tried any yet. From what I've read in order to get them fuel proofed they have to be covered with a special film or clear coated. The paper is pretty expensive as well. Probably better suited for plastic modelers.

I've been experimenting with several techniques and have come up with a working solution. Obviously you need some sort of paint program that you can scale graphics and keep them proportional. After you have the graphic, printing it out on low quality paper seems to work best, 20# paper or less.

Lay the sheet on a piece of clean glass and carefully cut it out with an Xacto knife with a new blade. Note: keep your work area as clean as possible. Next lay a piece of clear monokote over the artwork and cut the outline of it about an 1/8" bigger than the artwork.

(...continued on page 2)



**Next Meeting - Sunday, May 19th,
2:00PM at the field.**

Meeting Notes from April 14th...

The meeting started around 2:00 PM. In attendance were: Bob Yates, Bob Rowe, John & Ted Goad, Chunky Cottle, Denny Bostic, Barry Thaxton, Dave Gaines, John Clark, Rex Spurlock, Francis Quarles, Robert Heatherly, Charles Jarvis and Steve Craddock.

Dave didn't have the books with him, but we estimated current funds to be around \$1321.00 Previous balance was \$1324 less \$33 and some change for materials to repair the shelter roof, plus \$30 new member dues from Rex Spurlock. After the meeting, Steve Craddock paid half of his dues \$20. (Since the meeting, money has been spent for new belts to repair the lawnmower. Probably \$20 or \$30.) Dave informed us that we received our AMA charter and had forwarded insurance information to the county.

The discussion turned to the mowers again. JR had not brought the new Gravely to the field yet. It was discussed who would use the Gravely and if buying it was such a good idea to begin with. It was suggested that maybe we should sell it. Dave suggested we get the Gravely to the field and evaluate it before making any decision.

The picnic was discussed and plans were finalized for who was doing what.

Denny brought up new business. He asked Dave about getting funds to buy weed killer for the parking lot. Denny will be on his weed killing campaign shortly.

Denny also mentioned that we should not fly before 1:00 PM on Sundays. The current proposed rules state not before 11:00. A vote was taken and it was decided that we would not fly before noon on Sundays.

The issue of increasing dues was brought back to the floor. After debate it was generally decided to eliminate the \$5.00 discount for paying early.

The subject of the bylaws enter the floor again. Other changes were suggested. Dave suggested we make the revisions and get copies of the proposed bylaws mailed to all the members with the next newsletter (you should have received a mailing prior to this with the new pro-

posed bylaws and rules). Final vote concerning the bylaws and rule changes including changes to the dues, fly time on Sundays, etc. will be made at the May meeting.

Robert Heatherly brought up the fact that he didn't receive a membership card. Barry said he would get one to him. (Note: After researching the subject, I realized that no one received member cards if their dues came in after the cutoff period. If you need one and you are paid up, please contact Barry directly.)

The last issue were concerns about JR's lack of involvement with the club and attempting to get the Gravely the club purchased and paid for from him.

Bob Rowe moved to adjourn.

Agenda for May Meeting

Hopefully get a final vote on the By-Laws and field rules

Discuss what to do about the Presidents position

(Decals continued...)

Now set the piece of monokote aside and turn the graphic over on a clean piece of paper. Spray the back of the graphic with 3M Spray Mount Artists Adhesive. Follow the directions on the can. After a minute or two, position it on your plane. I've found it is best to work it from the top down and carefully use a credit card to squeegee it smooth and flat. You don't want any air bubbles. Be careful not to scratch the monokote with the credit card.

Now the hard part. Position the piece of clear monokote over the graphic and using a trim iron on low heat, work from the middle of the graphic to the outside. Practice with a scrap piece of monokote on a piece of scrap paper to make sure the iron is the right temperature. You just want it hot enough so the monokote will just stick. If you work slow you can get very good results. Go back over it with a higher heat setting to set it. Assuming you have all the edges sealed, it is fuel proof.

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Stan's Scale Stuff – 3D Wing Loading, Part II

Last month, we introduced “Wing Volume (lbs/cf) = Span x Mean Chord x Mean Thickness” as THE measure that for a given aircraft is CONSTANT for different scales. Some data:

<i>Aircraft</i>	<i>Weight</i>	<i>/ Volume</i>	<i>= 3D Loading</i>	<i>Stan's 1/4scale</i>
• 1909 Bleriot XI	660 lbs	44cf	= 15 lbs/cf	
• WWI Curtiss Jenny	1900	88	= 22	
• “ Fokker DVII	2000	78	= 25	
• 1930 Curtiss-Falcon	4000	136	=29	46/2.0= 23
• WWII Fairchild PT-19	2400	110	=22	30/1.8=17
• “ Boeing B-17	50000*	2664	=19	
• “ Consolidated B-24	50000*	2343	=20	
• “ Boeing B-29	92000*	2390	=42	
• “ Curtiss P-40	7400*	198	=38	
• “ North American P-51	9100*	198	=46	
• “ Republic P-47	16500*	356	=46	
• 1950 Cessna Birdog (L-19)	2400	90	=27	30**/1.4=21

* average of empty weight and gross weight

** forecasted weight

Note how little 3D loadings change. While 2D loadings (lbs/square foot) range from **53** for the B-29 to **4.8** for the Jenny, the 3D loadings only change by a factor of 2! Also note how consistently the 3D Loadings of the ¼ scale examples compare to the full-size; about 80% for the 3 examples. If you have some data to add, send it to me. Its clear wing volume is the key to carrying weight, and secondly that aircraft speed helps also (with more sophisticated wings to increase lift at landing).

Next month we will start looking at **Flight Realism**, a subject many have an opinion on. We will see how it has been described it by various scale organizations, and seek some expert opinions.

Think “Maneuver Realism Speed”

In the trivia department:

- fish have scales
- rust is a scale
- boiling water forms a scale inside vessels
- a piece of body armor is a scale
- you can scale a wall, ladder, or mountain
- a measuring stick is a scale.
- a series of musical notes is a scale.
- taxrates are scaled by income level
- plans are drawn to scale

There are others,
no wonder the English
language is so confusing!

Stan

The Frequency Shuffle

After Bob Yates' Giles went in this past month flying with a new receiver, he gave me a call with some information he got from Futaba. If you have been buying new Futaba receivers recently this isn't anything new. Futaba now ships their receivers in either high or low since they stop shipping receivers with the crystal installed, the exception being in whole radio systems.

This is the verbage from their website: *"Futaba 72MHz receivers are all center tuned within 1/2 or the other 1/2 of the frequency band. So, if you have a receiver on any channel within 11-35 (72.010 through 72.490), you can purchase a receiver crystal and change it to any other channel within 11-35. If you have a receiver on any channel within 36-60 (72.510 through 72.990), you can change the crystal and use it on any other channel within 38-60. However, ALWAYS perform a full range check prior to utilizing the equipment."*

I started doing some more research and went through the ranks of Futaba's support line. Actually their receivers have been tuned this way a number of years. Other manufacturers like Hitec don't seem to be concerned about this. I've swapped crystals all over the place and haven't had a problem. Bob also mentioned to me that he had heard that a high crystal would not work in a low receiver and vice versa. Curious, I put a new channel 60 crystal in a new low receiver and bench tested it without a problem. Then tried it the other way around with out any problems. Decided to push my luck and plugged an Airtronics crystal in a Futaba receiver, that didn't work although I'm not sure why. A crystal should be a crystal.

Another piece of interesting trivia I found is that it is illegal to swap crystals in transmitters unless you have a special license. When changing the crystal in a transmitter, the transmitter is supposed to be retuned by a licensed shop. If your radio has crystal modules like the Futaba 8U or Hitec Eclipse 7 it is legal to change frequencies. This is because all the frequency circuitry is in the module and not in the radio.

Barry

Around the Field

We saw a few new planes at the field last month. I had my usual couple of new planes a month out, Rob Rowe had his new Shoestring and Dave had his new 60 size Ultra Stick out. The weather has been pretty good, but the winds have been wild at times.

Two known fatal crashes in the past month have been Bob Yates's Giles 202 and Jerry Workman's Spectrum. Since we don't allow racing at the field thought we might have another type of competition which requires little or no effort on your part. Gravity does all the work.

Current Bag A Plane standings for 2002

Dave Gaines	Shrike
Bob Yates	Giles 202
Barry Thaxton	Corsair
Jerry Workman	Spectrum

As you can see, we have a four way tie. To be eligible to compete in the Bag A Plane race, you must wreck at least one plane bad enough to need to be hauled off in a bag or require more than one person to locate all the parts. Tearing off landing gear and rudders don't count. The cutoff date for entries is November 30, 2002. The person with the most crashes on that date wins or losses depending on how you look at it. I'll be donating a prize to be given at the Christmas dinner.

Barry



Bob trying to figure out what happened to the Giles



Jeff having a little problem with wind shear



Bob Rowe's new Shoestring powered by an OS 1.20



Dave's new Ultra Stick 60



Barry's new Midget Mustang



Jerry admiring the remains of his Spectrum



Barry's new .20 size Cherokee built from an old Model Tech kit

Club Contacts

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Chunky trying to get a free haircut from Bob's Telemaster



Dave Gaines getting his new Ultra Stick 60 ready for it's maiden flight.

Schedule of Events

August 10&11th - Bob Evans 14th Annual Fly-In
and Scale Contest
Rio Grande, OH
August 17&18th - Wally's Squadron's 11th
Annual RC Fly-in
Summersville, WV
September 28th - Club Picnic

Please Read! I've gotten a lot of requests as to how to access the Members Only section of the website. The User Name is *flyrc* (all lowercase) and the password is the current gate code.

For Sale

Futaba Skysport 4 system on channel 44. Includes transmitter, receiver, charger, switch harness, battery, etc. \$50.00 Contact Bob Yates @ 304-722-3634

Hanger 9 Cherokee ready to fly. OS FX-46 engine, aluminum spinner, 4 Futaba servos, switch harness, battery, etc. Everything but the receiver. Serious hanger rash on wing. New wing set and new cowl included. \$225. Contact Barry Thaxton @ 304-766-9180 or barry@mountaineer-rc.com for more details.