Mountaineer R/C Flying Club

November 2002

AMA Charter #659

Bob Rowe's Shoestring

Club News

At the last meeting we had nominations for the 2003 club officers. As expected, no one jumped up wanting to serve as an officer. Bob Rowe said he would serve as VP if Denny would serve as President. Dave agreed to be Treasurer for one more year. So unless someone steps forward by the next meeting, these gentlemen will be the 2003 officers.

The picnic was sort of a success. It was a little too cold and breezy. At least we got the food thing under control. Those who attended had a good time.

Work on the mower shed barricade has been completed thanks to Dave, Bob Yates, Bob Rowe and others. Dave did a great job designing, acquiring materials and spear heading the project.

The next meeting will by held in the evening at Mountain CAD Corp. It will be the official election of officers. Please try to attend.

Barry

Directions to the next meeting:
From the Interstate, get off the Montrose Drive exit and head down the hill to the light at Rt. 60. Turn left and stay in the left lane. A few hundred yards from the light you will see a Chevron on the left and a Speedway. Turn down behind the Speedway and go to the stop sign. Turn right and go 2 blocks. Turn left on Sixth Ave. and it is the second building on the right. It is a white one story block building and the number is 339.

From 60, go to the mound. Turn down D Street. The first stop sign is Sixth Ave. Turn left and go almost to the end. Mountain CAD is on the left before you get to the stop sign. Parking is along the street on both sides.

Wing Joints

I am constantly looking for alternative methods for doing things in this hobby. Partly for making things easier and partly to reduce or eliminate vapors and odors coming off adhesives and solvents. I do most of my building in my family room which also houses a number of my parrots. Which means that I have to be very careful with what I use around them.

While watching a recent ModelSport video they showed a great method for fiberglassing an entire airplane using latex polyurethane. Light bulbs went off for me. I'm not likely to glass an entire plane, but I do have occasion to fiberglass center sections of wings.

(...continued on page 2)

Next Meeting - Tuesday, November 26th, 7:00PM at Mountain CAD Corp. located at 339 Sixth Ave. in So. Charleston across from the Good Shepherd parking lot.

October 26th Meeting Notes....

In attendance: Dave Gaines, Bob Rowe, Rex Spurlock, Denny Bostic, Darrien Guillion, Bob & Don Weaver, Stan Clark, Jerry Workman, John Clark and Barry Thaxton

The Treasurer reported our balance to be $1271.51 less $75 for new locks.

There was an agreement to make an offer for 2 mowers that were available at Lowes.

It was generally decided that the Xmas party will be at Ryan's again this year, sometime the week of Dec. 9th. Dave volunteered Kim to make the arrangements again.

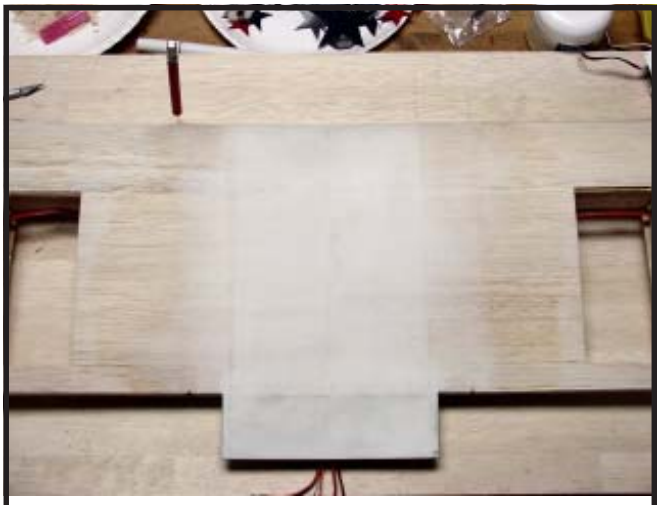
Nominations for Club Officers came up. There were no nominations, only agreements. Dave agreed to serve as Treasurer again, Denny agreed to be President and Bob Rowe Vice President.

(Wing Joints continued....)

I ran out to Lowes to see what was available since I was almost to the point of needing to join the wing of my new Telemaster. Obviously there are dozens of choices. I grabbed a can of water based Minwax Polycrylic Satin. I chose a satin finish because it contain a certain amount of fillers already.

I did some testing on scrap wood and found it to be fairly hard when cured and much lighter than fiberglass resin. It is also very sandable and best of all, no odor! The down side is that if you in a hurry this isn't going to work for you.

To glass my wing, I first applied a thin layerof Polycrylic to the area where I was going to lay my fiberglass cloth. For the Telemaster I used 6 oz. cloth. I then laid the cloth down and let the excess hang over the leading and trailing edges. Starting in the center I worked the urethane into the cloth using a 2" brush, making sure the cloth was sticking to the wood. Once the finish began to get tacky (about 15 minutes) I applied another coat of urethane and let it dry. After it had dried (about 3 hours) I used a sanding block to take off the excess cloth and



This is the finished fiberglass joint. The discoloration on the short trailing piece is caused by beer can sheeting. I epoxyed a piece of a Guinness draught can to the edge to help keep the rubber bands from digging into it. The fiberglass cloth was laid over top of it.

moved on to the other side of the wing.

Now that both sides were glassed and had dried overnight I moved to the final step. First I lightly sanded the new fiberglass just to take off any high spots. Then I mixed some urethane with a bunch of microballons until I got a consistency close to Elmer's white glue. I brushed this mixture on heavily and feathered the edges to blend into the surface of the wing. The microballons filled in the cloth texture easily. After letting this dry overnight, I gave it a good sanding and was extremely pleased on what a nice joint it had made.

With all great things, there is give and take. This method isn't going to be as strong as fiberglass resin, but will be lighter. For the Telemaster wing, it is plenty strong. Latex polyurethane is considerably cheaper than resin and the latex cleans up with water. It is worth giving it a try on your next project. You might be surprised.

It's Magic!

Well not really magic, but a heck of a lot of fun. A couple of months ago Jerry brought out his new ModelTech Magic. WV Hobbies has started carrying these planes and I recently picked up one along with a Saito .72 to stick on the nose.

The overall quality of the ARF is pretty good. Structurally it is sound, but the fit and finish leaves a little to be desired. But for less than 100 bucks, what do you want? The hardware included it very complete. The only piece I replaced were the "Fred Flintstone" wheels provided. My only gripe is the servo horn keepers for the pushrods are too large and have a sloppy fit. One nice touch is the rudder and elevator are setup as pull-pull utilizing thin wire instead of the usual cable or Kevlar string. Assembly is quick. If you work at it, it can be completed and ready to fly in about 4 hours.

Flying the Magic is a ball! It is very stable and recovers quickly from just about any unusual attitude. With the Saito 72 it is virtually unlimited vertical. Axial rolls are very good, inside and outside loops are very smooth, knife edges are almost nonexistent (still working on the CG). With the big Saito on the nose, I've had to add 3 oz. to the tail. The small fuse doesn't allow for moving the battery and receiver around. Ground handling is a little different. The Magic has no tail wheel, just a skid. Holding full down elevator allows for easy taxiing. The main gear is so tall, it doesn't have a tendency to want to nose over with full down control.

I give this model 2 thumbs up for fun, price and quality. In addition its small size allows it to easily fit in most car trunks and can be left assembled for transporting in trucks and vans.

The Magic would be a great choice for a second plane, or with the rates cranked up, a wild ride for the seasoned pilot.

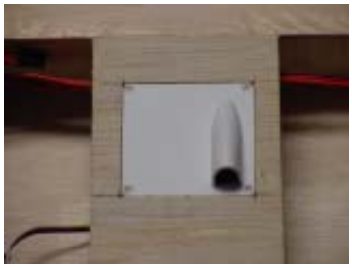
Product Reviews

Hanger 9's Sailplane Launch

I admit, the weather hasn't permitted me to test in flight, but it is a unique design seen here on my Telemaster. It utilizes a standard servo to release the sailplane. It takes about 30 minutes to assemble. It is constructed of light plywood and aluminum rods and is fairly light weight. I highly recommend using a computer radio with it. Trying to setup the throws mechanically for the release pins would be a nightmare. With a computer radio, about a minute. Like I said before, I haven't tested it, but it has to be easier than towing a sailplane behind.

Hobby Lobby's Servo Mounts

Here is a real time saver for you builders out there. These surface mount servo hatches take the pain out of mounting flap and aileron servos. They come in two sizes, standard and mini servo. To install them, just cut the appropriate size hole in the wing sheeting. Glue some plywood framing strips in place and you are done. The mount holds the servo in place with it's own strap system. They will take covering or can be painted. Cost about $7.50 per set.



Fourmost Products

Many of you may already know about Fourmost, but their product line really deserves looking at. They carry a lot of what I consider low-tech but very useful gadgets. I've been using their Miter Cut tool for a while and it works get for cutting small stuff like stringers. Recently, I've been

(continued on page 4...)

Club Contacts

President ..... Bob Yates 722-3634
email - Yatescot42@cs.com
Vice Pres. ..... Denny Bostic 768-5075
email - dib259@aol.com
Sec/Treas. ..... Dave Gaines 727-1549
email - WVRCFlyer@hotmail.com
Newsletter ..... Barry Thaxton 766-9180
email - barry@mountaineer-rc.com

(Product Reviews continued...)

needing a small miter saw. The Xacto miter boxes work great, but you can't cut really wide material with them. With the Fourmost saw, you can cut up to about 3 1/2". They also make a miter sander which is very useful for getting tight joints when building.

A couple of other unique products are their fuel line pullers and remote control needle valves. The fuel line pullers are a must have. They work like the old Chinese finger puzzles. Just run them back through the firewall and insert the fuel lines into them. The harder you pull, the tighter they cinch around the lines. A great additioin to your flightbox. Check out their stuff at http://www.fourmost.com.

Around the Field

It has been a slow month around the field. The winds haven't been too favorable, but we've had a few decent days in there.

Bob Yates almost took the lead in the Bag A Plane contest after his Shoestring mysteriously went down flying along side Rowe's Somethin' Extra. He decided to rebuild it and it has been seen at the field since. The contest is still tied at one a piece. Cut off date is the end of the month.

A late piece of news. Dave has purchased a new mower at Lowes. Didn't get the specs yet, but I'm sure Dave will tell us about it at the meeting.

Barry

Not quite the space shuttle, but it is going to be interesting.

Our own R/C NTSB investigators trying to determine the cause of the downed Shoestring. Bob Rowe concluded mechanical failure of Bob Yates' right thumb. Yates denies any such failure and is looking at wake turbulence