

February 2010

AMA #197

IMAA #687



Next Club Meeting:

Tuesday

February 2, 2010

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**Newark Senior
Center**

7:30pm

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**Please keep our flying site
clean by removing all
trash and debris when you
finish flying for the day!**

Glitch Busters

The Prez Sez

I hope this finds you all well and planning for a great new year of aero-modeling.

The Freeze Fly was attended by approximately 50 hardy souls. Dick Stewart had the first flight. Many others flew on this chilly but sunshiny day. It got warm enough to make the spectator area a bit muddy. The pavilion was fairly warm with the two propane heaters running. We had more than enough food for those who showed up. Rumor has it that we were the only outdoor freeze fly in the area!

A few people have asked about flying after dark at the field. Last week, Bill Netta sent me an email about it and I asked Mike Moyer, the park superintendent what the chances were. He talked with the Park Administrator and they gave us a special use permit to fly any day, until 10:00PM, we are restricting this to electric aircraft, to avoid noise complaints. This is a trial permit, but if we don't get any complaints it will be written into our contract.

The season of flea markets and model shows is upon us! WRAM is having what may be the last show in White Plains after 42 years as the "Big One" in the East. It's scheduled for February 19-21 at the Westchester County Center. It might be worth just one more trip...

The Central Penn Aeromodelers Association R/C Flea Market, better known as Lebanon will be on March 13th at the Lebanon Fair Grounds in Pennsylvania. This one is huge, covering an acre of space with over 600 tables. Bargains galore, if you're looking for something for the new season, this is the place!

Then there's Toledo. The eastern half of the country's modelers flock to this show where the vendors traditionally show off their newest goodies, and the expert modelers exhibit fantastic works. This all happens April 9 to 11 this year. Several of us will make the pilgrimage again.

January 15th was the end of the early payment discount for dues. Don't forget to renew your AMA.

Stay warm.

John

Delaware R/C Club Meeting Minutes

General Membership Meeting of the Delaware R/C Club

Tuesday January 5, 2010

- President John Kirchstein called the meeting to order at 7:35PM.
- Guests and new members:
 - Mike Ronig, (legal) new member. Mike was asked to introduce himself and tell us a little about his R/C interests.
- Show and Tell:
 - Tom Sterner brought his recently acquired, huge, Piper J-3 cub and explained his plans for powering it.
 - Stanley Michalski brought his HABU electric ducted fan Jet for show and tell.
 - Dick Stewart gave an excellent show and tell about his Hobby Lobby Funster, powered by an Irvine .46, 2-cycle engine. In addition, he gave a demo on range checking an Airtronics radio system which was very informative.
- Treasurer Report:
 - Mark McQuaide gave the treasurer's report. If you attend the meetings you would know how much of your money the club has in its treasury.
- Old Business:
 - John Kirchstein discussed purchasing a generator along with the required size and price. Stanley Michalski offered to 'loan' the club one of his generators if needed.
 - John Kirchstein once again discussed the possibility of a more permanent PA system being installed at the field for convenience and safety reasons. Donations toward this effort will be gladly accepted.
- New Business:
 - John Kirchstein reported that the freeze fly was a success and enjoyed by all.
- Safety Report:
 - Bill Bouchard asked if the pilot stations and safety fences were going to be put back up this year. It was noted that a lot of flyers were not using stations last year and that was a reason for not putting them back in place this year.
 - Stan Michalski commented that he felt they did provide a little protection when flying. At a minimum he felt the grass should be allowed to grow back.
 - Preston LeSage, Safety Officer, once again emphasized the importance of range checks and proper preflight inspections. Safety is everyone's responsibility and we should all be on the lookout for potential hazards.
- Meeting was adjourned at 8:26PM.

Submitted by: Stan Michalski, Secretary



Show and Tell Gallery

All photos by John Kirchstein



Dick Stewart with his Hobby Lobby ARF Funster, powered by an Irvine .46 engine.



Dick Stewart demonstrating the proper way to range check an Airtronics radio system.



Tom Sterner with his recently acquired, Piper J-3 Cub.



Secretary Stanley Michalski with his Parkzone HABU EDF Jet.

Freeze Fly — January 1, 2010



All photos by John Kirchstein



Dick Stewart was the first Delaware R/C Club Member to fly in 2010. The plane he flew is a Focke-Wulf 190 D-9 "Dora", an Alpha Model electric from Hobby Lobby.

Way-to-go, Dick Stewart!



Inside the pavilion: several of the Freeze Fly participants getting warm and fed.



VP, Greg Schock (center, beyond) and John Krick (front).



Bob Karlsson and Stanley Michalski talk shop.



John Krick (seated), Stanley Michalski, and Jack Douglas: taking a coffee break.



Dave Malchione, Jr. and Dave Sr. discuss helicopters with Stanley Michalski.



Giovanni Ciranni, Peter Malchione, and Stanley Michalski (camera hound?).



Dave Malchione, Sr., Peter Malchione, Dave Moyer, and Mark Weiss; admiring Kerry Stanley's modified Sukhoi.



Vinny Damiani flies: Dave Moyer, Mark Weiss, and Karl Beers observe.



Dave Malchione, Jr. relaxes while flying Uncle Peter's HABU.



Dave Malchione, Jr. with his spotter, Uncle Peter.



Kerry Stanley flies his highly modified Parkzone Sukhoi Su-26m biplane!



Is there a Jet in your future?



Another successful flight and landing.



Dave Malchione, Sr. admiring his Parkzone HABU EDF Jet.



Vincent Damiani relaxes while flying his Parkzone Radian electric sailplane.



Did anyone check the guest list?



Terence Blanch with his student Lennon:
James (Ellis) Lester observes.



Dick Stewart relaxes while flying his Alpha Focke-Wulf.

Winter Care of R/C Equipment

From the St. Paul Model Radio Controllers, Inc., St. Paul, Minnesota

Since the snow will be falling very soon, many AMA members may not be flying for quite some time. For those who don't intend to fly on skis, the following suggestions may help to preserve your model over the winter months and allow you to get back in operation quickly when the snow disappears next season.

Airplane

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure that fuel is not creeping under the seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, pushrods, and/or control cables for excessive wear or damage. The airplane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries, but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could result in damage to the engine because of condensation and probably to the balsa or covering material from temperature changes.

If you store the airplane on a wall, it should not be supported on the nose because this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the airplane resting on the tires if you don't store it vertically.

Engine

The concern for engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the airplane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene.

While the backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and the cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic bag along with the mounting hardware until next season. If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor, and spin the engine over clockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the propeller if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

Batteries

Ideally you should cycle the transmitter and receiver batteries and record their capacity for reference next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one to two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

Transmitter/Receiver/Servos

Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, then get them replaced. Also check the output shaft for looseness.

Check the receiver antenna for damage. If there are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. (There are contact fingers inside each antenna section that may become coated with oil, preventing the proper contact between sections, greatly reducing the transmitting range.)

Fuel

If you have fuel left, be sure it is capped tightly and store it in a cool place out of sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

Starter Battery

If you have an electric starter hookup, remove the 12-volt lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery must be charged if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

Miscellaneous

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, propellers, etc., and make up a parts list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying!

Learning to 3-D and 3-D Well: A building blocks approach

3-D aerobatics is now the most popular form of flying in the RC hobby. Manufacturers frequently throw the moniker "3-D" at any and every airplane they sell. Competitions just for 3-D have cropped up around the country and many specialists have popped up that spend all their time flying 3-D aerobatics...

Starting next month in Glitch Busters, a 5-part series titled Learning to 3-D and 3-D Well: A building blocks approach, by Jeremy Chinn of the Mid Atlantic Radio Kontrol Society, Snow Hill, Maryland.

Airplanes for Flying in Windy Weather

From the Middle Point RC Flyers, Murfreesboro, Tennessee

By Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying. While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds. Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail dragger; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a lowwing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear.

But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

Aviation Quotes

"Though I Fly Through the Valley of Death, I Shall Fear No Evil. For I am at 80,000 Feet and Climbing." *At the entrance to the old SR-71 operating base Kadena, Japan*

"You've never been lost until you've been lost at Mach 3." *Paul F. Crickmore, test pilot*

"The only time you have too much fuel is when you're on fire."

"If the wings are traveling faster than the fuselage, it's probably a helicopter—and therefore, unsafe."

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

"Without ammunition, the USAF would be just another expensive flying club."

"What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies."

Delaware R/C Club Dues for 2010 are payable online

We have setup the website and our membership application so that you may now download the application, fill it out on-screen, mail it to Mark and pay the dues by PayPal.

Presently, you must go to PayPal and send the money to the dues address:

dues@delawarerc.org

Plane of the Month



Vincent Damiani's Ohio Models CAP 232

15 Minutes of Fame



MAY 6 2001

Joe DeNest assists his mentor, Mark Weiss



Glitch Busters
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Delaware R/C Club:
www.delawarerc.org

President: John Kirchstein John@kirchstein.net

Vice President: Greg Schock dadschock@msn.com

Secretary: Stan Michalski stan.michalski@delmarva.com

Treasurer: Mark McQuaide markmcquaide@verizon.net

Safety Officer: Preston LeSage phlesage@comcast.net

N/L Editor: Preston LeSage phlesage@comcast.net

Set Your Course for Upcoming Events

Murrysville R/C Flea Market & Auction	February 7 @ Export, PA
WRAM Show	February 19 - 21
30th Annual Lebanon Flea Market	March 13
SKSS Wednesday Night Fun Fly	March 24
Tri-County R/C Swap Meet	March 27 @ Hamburg, PA
Toledo Show	April 9 - 11
Joe Nall	May 8 - 15
SKSS ESL Thermal Duration	June 12 - 13
SKSS Electric Warbird Fun Fly	July 3
Warbirds Over Delaware	July 7 - 10 (Wed. through Sat.)