

Washington R/C Flyers Newsletter

www.washingtonrcflyers.com

February 2009

WASHINGTON



R/C FLYERS

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Next Meeting

Our next meeting will be 7:00 pm on February 10th at the Washington Park District on Spruce Street.



JANUARY 2009 BANQUET

Our January annual banquet at Denhart's on the square was a splendid tasty success. Attending were over a dozen members and their guests. Excellent food, atmosphere, conversation, and awards made for a very enjoyable evening. Those capturing plaque recognition for various things from Organizers of the FourStar Races to being a consistent casual flyer were T.J. Klise, Brian Miller, Kayton Heavrin, John Bremenkamp, Bob Warner, Jim Martin, Dick Franzen, Kay Heavrin, Tom Beamer, and Wally Walwer. Words of gratitude were given to Tom Clark and Steve Grob.

NEW ROSTER AND CALENDAR FOR THE CLUB

Tom Clark and Steve Grob have been researching out an efficient administration of our documents that change frequently. Rather than create a master and distribute it to the web site and other places, so that multiple copies are being used for important needs, Tom discovered a method to store a single copy that all would have access to immediately after any update. Of course the computer is involved and so is the public internet. He has acquired for the club a GOOGLE account that allows storage of documents and calendars. Thusly, he maintains timeliness and it becomes available to the club membership by using our club website and clicking on

an active link. The calendar is on the home page in red font at the top of the link menu and also on the events page. The club roster is still located within the secured area reserved only for club members.

DUES BY MARCH 15

If you pay your club dues by March 15, you will be saving yourself \$25. At the same time you pay your dues, Tom Clark would really appreciate also receiving the \$10 mower tax that is used to purchase gasoline for the club mower. This eliminates individuals purchasing gasoline on their turn to mow. Send your check to:

TOM CLARK
1030 HILLCREST DRIVE
WASHINGTON, IL. 61571

The dues are still set at \$100 for year 2009, and anticipated to remain stable for upcoming years too.

WRCF BOARD MEETING

Steve Grob, Tom Clark, Brian Miller, John Bremenkamp and Wally Walwer met at the home of Steve Grob on January 31 to satisfy the AMA requirements and establish the events agenda for our 2009 club year. It has been established and is posted on the club web site under EVENTS. Those same events and other information is also reflected in the CALENDAR

President	Steve Grob
Vice President	Wally Walwer
Sec./Treasurer	Tom Clark
Newsletter Editor	John Bremenkamp
Safety & Rules Committee	
Maint. & Grounds Committee	John Bremenkamp
Events Committee	
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

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accessed on the web site home page. The next newsletter will cover the changes established for the mowing season.

TAILWINDS (By Steve Grob)

As I sit here watching the Steelers kick Cardinal bootie in Super Bowl XLIII, I look ahead at what the New Year will bring for WRCF. We won't have any 100 yard pass interception returns, dancing lizards, or have The Boss play at our picnic. What we will have is a focus on member participation and safety. We want our members to have fun throughout the year and do it safely so they can come back next year for more fun.

We know that there are a handful of members that come to the field 3 to 5 times a week during the flying season

and some of that handful even come to the field during the winter months. There are members who leave the bitter Peoria winter weather behind and fly in warmer states until conditions return to being acceptable for flying. But we also know that there are members that rarely get to come to the field and some that don't come at all for whatever reason.

Since maintaining a healthy membership is an essential part of having an R/C flying club, we need to make sure we are doing all we can to get all of the members involved. Our objective is to make all members feel they are a part of the fellowship, be able to enjoy our hobby and realize good value from being a member at WRCF.

When you see the new Event Calendar for 2009 you will see that we have added All Member Fly-Ins (AMF) in May through October and a MWWMF (Mid Week Walter Mitty Fly-in) in April through September. The

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AMF is designed to give members who don't get to the field often a chance to get out and fly on a Saturday during each month. We'd like to see as many members on those days as possible. The MWWMF is designed for the senior/retired members who can get together and fly during the week. Of course all members are invited to fly at any event on the calendar. Sometimes we combined several events on one day. For example August 16 combines the picnic, the fun fly and the monthly AMF on the same day. Hopefully there will be something of interest for everyone on that day and we will have a great turnout.

Finally, we will continue last years focus on safety. In 2008, we re-wrote the Rules and Regulations document and I believe we now have an up to date, plain English document that supports our Safety objectives. During 2009 look for more safety awareness activities. We'll talk safety at each meeting and at the field in an effort to have safety always on our minds. Help us make safety a priority at WRCF.

See you at the February meeting,
Steve Grob
President
WRCF

How many of us build and use glue, especially EPOXY.

(From the newsletter of the R/C World Flyers Al Sorensen, editor Orlando FL)

What To Do When Epoxy Doesn't Harden Properly Epoxy is one of the best modeling materials available. It's useful as an adhesive for wetting out fiberglass cloth, as a filler, and as a finishing material. It can be thinned or thickened for a variety of purposes. But, even though it is useful, epoxy also can be a pain when it doesn't harden properly. There are two important

issues when dealing with epoxy: proportioning and mixing. Of these two, mixing is the most critical. Mismatching the hardener to the epoxy generally leads to slow hardening, but lack of proper mixing can lead to permanently sticky epoxy. One hundred quick, hard strokes are recommended when mixing any amount of epoxy. Count them to make sure that your mixing is adequate. Always mix your epoxy before putting in any additives. Both thinning and thickening agents can keep epoxy from mixing properly. Give the epoxy 100 strokes first and then put in the additive. Thinning Epoxy can be thinned using acetone or denatured alcohol. Either of these can be added to make it more watery. A mix of up to 50% doesn't seem to have any effect on the final strength of the epoxy. Thinning the epoxy will slow down the curing time and make it wet out fiberglass and carbon fiber better. Thinned epoxy also can be wiped onto balsa as a finish. Thickening Epoxy can be thickened by adding almost any inert fine-grained solid, from sand to cotton fiber. Modelers usually use microballoons for thickening epoxy since they are readily available and add little weight. Thickened epoxy can be used to make fillets or to fill gaps. 5 minutes, 15 minutes, 30 minutes, more? Epoxy comes in formulations for different curing times. The times listed on the package are strictly nominal and generally refer to curing time. Five-minute epoxy does not give you five minutes of working time. At best, you will get 20 seconds of working time in which to place 5-minute epoxy before it starts to "hit." Thirty-minute epoxy gives you around one to three minutes before it starts to hit. These times will vary with temperature, mix proportions, and proper mixing, but they are

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good reference points. In general, 5-minute epoxy is only for spot gluing. It is great for small, quick jobs but not for involved tasks. A general rule of thumb is the working time for epoxy (after two dozen strokes of mixing) is about 10% of the time listed on the package. Keep in mind that epoxy mixed and left in the cup will hit faster than epoxy that is spread out immediately. Clean up Epoxy on the hands can be cleaned with acetone, denatured alcohol, or vinegar. Vinegar is the most desirable of these three but it smells. I find that soft soap, when used straight and rubbed patiently and thoroughly on the hands, removes epoxy residue in a completely satisfactory fashion. Try it; you'll like it. The best thing to do is wear latex gloves while working with epoxy and toss them when you're done. It avoids any possible allergic reaction and eliminates the clean-up problem.

ARIZONA ANYONE ??????



Paul Cobb is getting ready for Halloween early, out in Phoenix. But I assume with his other winged companions, he is also getting warmed up for the summer season too.

HAROLD HOSKINS

Harold is a new member to Our club late 2008. Over the winter a new airframe was born. Harold has a new "baby" in his hangar that will take off early Spring. This is a kit, built up FourStar 60 with a .91 four cycle. These are the most popular sport flyers around, with each area club claiming ownership of many.



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Braving the winter elements for the WRCF Year Round Flyers Program are Jim Degenhart, Marshal Logue, Tom Berry and the photographer Steve Grob. .



Windy Weather Planes

Larry Roberts is vacationing in Florida and flying down there too. His latest message mentioned how windy it was at times. And if we want to fly here in Illinois this spring, we will also encounter lots of wind, just like the last three or four years. So if Larry can modify his planes on the spot, and we are still adding to our fleet, then the following might give us some insight.

We visited this in October, but as it repeats over and over again, we can revisit it too. Everyone. The larger your plane, everything else being equal, the better it will handle winds of all kinds; they just don't "flop around" as much! Here are some other things to be aware of. Dihedral: The more

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dihedral in a planes wing, the more it is going to be affected by crosswind gusts; it is hard to keep the wings reasonably level, and therefore lineup to the runway is difficult in a crosswind situation. Wing Loading: The higher the wing loading, the less a plane 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 plane, and the lower aspect ratio wing has a greater tolerance to changes in angle of attack caused by gusts. Power: Pretty obvious - having the power to overcome the forces provided by the wind is a must. The same goes when you get into a sticky situation. Lateral Control: Ailerons are very beneficial in a crosswind, in 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 plane parallel to the runway heading while keeping wings level with aileron while landing. Landing Gear: tri gear planes are easier to land and take off in a crosswind than taildraggers. And the wider the spread on the main gear, the better. Maneuverability: This one is a bit harder to quantify. You want a plane with stability, yet you do need good maneuverability to cope with gusts. So you want a plane that is stable, yet responsive. Wing Mounting: Generally, a low wing plane will handle crosswinds better. This is because the CG of the plane is nearer, in a vertical sense, to the aerodynamic center of the wing. So the low wing plane is not as easily rolled by a side gust. And by mounting the main landing gear on that low wing, we can spread them out wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in a lot of popular

trainers, the main exception being the requirement for tricycle landing gear.

And now that you have the right airplane attributes, is flying in a ten or fifteen mile per hour cross-wind easy? Take off and landings need lots of power or effective rudder use to keep alignment, but once in the air it's really not too bad.

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