

# TALESPINS

DAYTON WINGMASTERS AMA #499



## 2011 OFFICERS

President - Paul Stimmel  
Vice President - Romey Schwieterman  
Treasurer - Bob Bush  
Newsletter - Jon Cross  
Secretary - Jerry Harsch  
Safety - Don Kuhns

January 2011

Issue 1 - Vol 36

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## Happy 2011

Welcome to a new year, May it be good for all of you both at and away from the flightline.

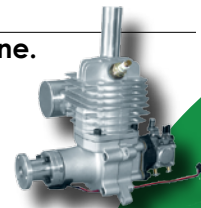
We hope you will make it out to celebrate the new year with us at the **Annual Freeze Fly** to be held on January 1st at 10AM. Hopefully the weather will be dry and above freezing, but even if it's not, don't forget to charge up your battery packs and come get in the first flying session of the new year with us.



## Classifieds

**Aerovate 45cc gas engine.** runs nice. Never Flown. \$225.

**Joe Saylor**



**25% Chipmunk,** many extras, looks nice. \$225  
**Pete (937-839-4805)**

**DX7 Tx - Heli Version.** Great condition, never dropped. \$100.  
**Jon Cross**



**Wanted:**  
Saito Muffler for a .91  
**Pete (937-839-4805)**

Have something to sell?  
Send us a description, price and photos!

## Member Contributions

We would also like the help of our members to contribute by writing or contributing guest content. If you'd like to write about the following (or other topics) please be sure to let us know.

- radio programming
- engine and prop selection
- engine tuning
- pre-flight checklist
- electric component selection and setup
- rebuilding tips after a crash
- how to properly prepare batteries and radio systems for winter
- new hobbyist survival guide

## Newsletter Submissions

We value your comments and your submissions. If you would like to contribute to the content of this publication, please feel free to contact us at [crossjd@woh.rr.com](mailto:crossjd@woh.rr.com). Please be sure to include any photographs and material sources if possible.

# 2011 AMA and Club Renewals

Reminder to all that Membership dues for 2011 are due at the beginning of the year. Personalized membership cards for this year that will be like the sample shown here will be available for those who have paid dues for 2011. This is also a reminder that in order to renew for 2011, you must first have renewed your AMA license.



## December Meeting Minutes

12/2/2010, FAIR, 7:30 PM to 8:15 PM

**The meeting was opened at 7:30 pm.**

### Field Report

A hole was discovered in the shelter roof along with some fascia board damage. The club officers met and determined the damage needed to be repaired immediately to prevent further damage. They contracted with Dickson Construction and the repairs were made for \$575.00.

Electricity Report: Three new poles have been set. Phil Walters is ordering some of the material that will be needed. Jerry Humston secured a used traffic control box, saving the club between \$1,000 & \$1,500. Jerry will be doing some work on the both to recondition it and get it ready for installation in the shelter. First DP&L bill was received in the amount of \$6.43. These bills will increase once we actually begin using electricity - amount unknown at this time. Paul thanked everyone that has been involved & worked on the project.

Field Signs: Paul & Romey are looking into the possibility of having some new signs made. More info to follow at a later meeting.

### Old Business

Jack Thompson passed around the sign-up clipboard seeking volunteers for ModelRama. Paul is emailing info everyone who attended the last two years.

Paul offered thanks & compliments to our new newsletter editor, Jon Cross.

Paul mentioned the Dec 11 Christmas dinner & passed the sign-up clipboard. About 20 have signed up so far.

### New Business

Paul certified the results of last month's officer elections. Thanks were given to Jack Thompson (outgoing) & Bob Bush (continuing) for their many years of service.

Paul encouraged everyone to come to the "Freeze Fly" (CD: Dave Thacker) beginning at 10:00 am, New Years Day. Chili & warm drinks will be available.

Romey mentioned the need for some kind of wind break for the west end of the shelter. Kenny Eubanks recommended & it was agreed upon that we will purchase some blue tarps for the "Freeze Fly". The possibility of enclosing a portion of the shelter will be discussed later.

Jon Cross suggested we fill in some of the road ruts with gravel. Tabled until Field Maintenance Day in April.

The yearly \$100 gift drawing was won by Larry Masters. He graciously accepted. The monthly \$25 gift certificate was also won (and declined) by Larry Masters. It was subsequently won by Kenny Eubanks.

### Show and Tell

Steve Whittridge introduced our guest Jeff Nozar who does 3D modeling for programs like "Real Flight". Jeff gave a demonstration after the meeting closed.

Paul presented a schedule of upcoming in-door flying events.

Sponsored by RC Hobby Shop - Dec 19 at the Nutter Center from 1 - 4 pm.

Sponsored by The Hobby Shop at the sports complex off Austin Pike. \$10 pilot fee. Dec 5, Dec 15, Jan 9, Jan 23, all at 9 am - noon. Feb 5 6-9 pm

**The meeting was adjourned at 8:15 pm.**

### Attendance:

#### Committee:

Paul Stimmel (Pres)  
Romey Schweiterman (VP)  
Bob Bush (Treasurer)  
Jerry Harsch (Sec)  
Jon Cross (Editor)

#### Membership:

20 Wingmasters on hand

#### Guests:

Jeff Nozar

# Club Shirts and Jackets



**Sweatshirts**



**TShirts**



**Hats**

The following club clothing articles are available. Items are available for pick up or can delivered at a club meeting.

Hats - White / Blue - \$10  
Hats - White / Red - \$10

Tee Shirt - Grey - \$10  
2XL / XL / LG

Golf Shirt - White - \$20  
2XL / XL

Golf Shirt - Red - \$20  
2XL / XL

Sweatshirt - White - \$15  
3XL / 2XL / XL / LG

Sweatshirt - Blue - \$15  
3XL / 2XL / LG

Sweatshirt - Grey - \$15  
XL

**To order Wingmaster Wear:  
contact Paul Stimmel at:**

937.361-7696 or  
pstimmel@ameritech.net

# Other Items

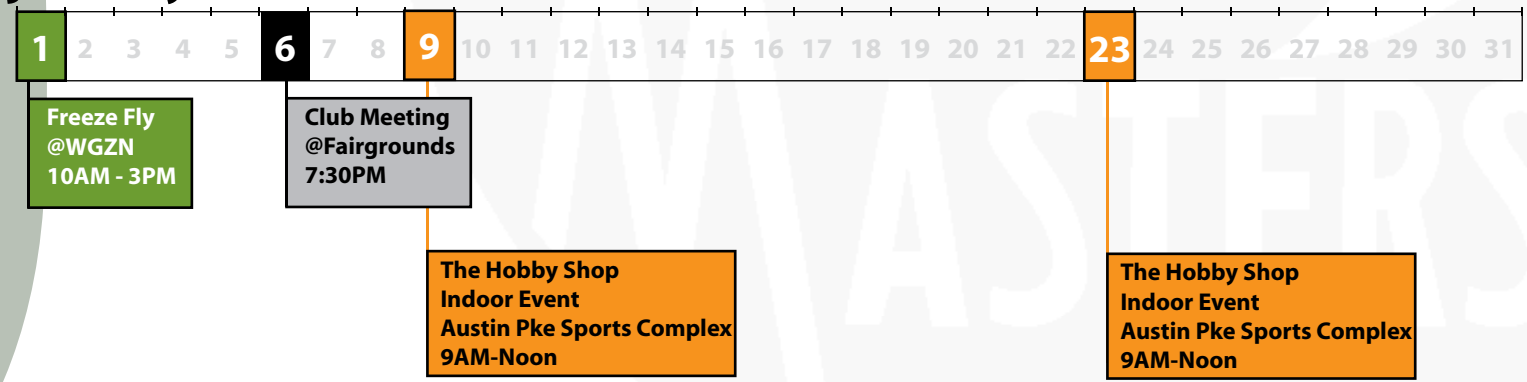
Please contact us if you would be interested in getting Wingmasters patches for use on hats or jackets. Based on price and interest level several sizes will be explored. We would also like to know if there is any interest in getting club label pins made up. There are a variety of designs that are pre-made and even getting a custom made pin is a fairly easy thing to do.

If there is interest in pins, patches, mugs, umbrellas or any other non-wearable item, please be sure to let us know.



# This Month's Schedule

## January 2011



Club, non-flying event    
  Club, Flying event    
  Non-Club event

# The Other Side of the Fence

Since the AMA and EAA (Experimental Aircraft Association) have recently formed a partnership, we thought it might be interesting from time to time to look over the fence and see what the other side is doing. EAA supports full-scale aircraft activities, but some of the aircraft that carry air-breathing pilots are not much bigger than giant scale RC models.

A case in point is the Cri-Cri, a twin-engined aerobatic aircraft with tiny motors mounted on stalks on either side of the nose. Designed in the early 1970's, by French engineer Michel Colomban, the tiny Cri-Cri weighs less than 200 lbs. Originally powered by chainsaw motors, it has recently been equipped with two brushed electric motors of 25 hp each and set a new speed record of 162 mph. One of the French registrations of this aircraft F-PZPR, even replaced the props with RC turbines for even higher performance.

Developments in RC motor and battery technology have made full-scale electric aircraft possible. At the 2008 EAA "Oshkosh" AirVenture in Wisconsin a long-time ultralight enthusiast received a prestigious award for modifying a Monnet Moni motorglider with an 18 hp electric motor and 78 lb of LiPo batteries for a climb rate of 500 ft/min, 70 mph cruise and endurance of 90 min. The Chinese were taking notes and came back to "Oshkosh 2009" with their prototype Yuneec E430 two seat, V-tailed, composite aircraft with a high-aspect ratio wing, which has a top speed of 93 mph and endurance of 2-2 ½ hours.

A US company, Sonex, with a long-standing excellent reputation in all-metal kits, is also pursuing the electric market. Sonex's president John Monnet recently completed the first flight in their electrified Waix motor glider, which carries 14.5 Kwh of LiPo energy.

Homebuilders are an important part of the advances being made in electric aircraft. A small group of Mojave CA-based entrepreneurs is modifying a canard airframe design created by Burt Rutan in the late 70s. Originally called the "X-Fighter" after the Star Wars film craft, it became known as the Quickie because of its quick-to-build, minimum manhour, construction. The original Quickie was an extremely efficient design achieving 175 mph with an 18 hp Onan gas engine and over 100 mpg "throttled back." The current modification includes a 25 lb electric motor and 70 lbs of batteries to compete in the CAFÉ (Comparative Flight Efficiency Foundation) "Green Flight Challenge" next July. It is anticipated the plane will have an empty weight of 240 lbs. and cost \$25,000.



One airframe being adapted to electric has a history that goes back to what is believed to be the first homebuilt airplane, the "Flying Flea" (Pou du Ciel), at left built by Frenchman Henri Mignet in 1934. It was designed to be an extremely easy-to-fly two-axis plane. It had two equal length tandem wings, altitude was controlled by pivoting the forward wing, and direction was changed by rudder (and dihedral). The current reincarnation has a wingspan of 17.4 ft, two coupled motors of 2 Kw each, 45V 64 Ah LiPo battery pack, total empty weight of 163 lbs, and attains 40 min of flight.

*Submitted by George Herzog*

# Tips and Tricks - Winterize Your Engines



Just like your lawnmower or other small gasoline engines need to be protected during the winter months and during long periods of idle time, your gas and glow engines need the same kind of protection so they'll be reliable and easy to start when flying weather returns.

One of the best things to use, not only as an after run, but also as a winterizing step is Marvel's Mystery Oil. Unplug your spark plug or glow remote and use an eyedropper and put 5-6 drops of MMO into the carburetor. Next use your power starter and turn the engine over for a good 5 seconds to make sure that all internal parts are adequately coated.

The main reason to run through the oil is that since nitromethane easily attracts water (hygroscopic) it allows an accumulation of water in the engine that will cause rust (primarily in the bearings). Additionally, the methanol component of nitro fuel goes through a process called methanol carbonylation, where carbon monoxide binds with methanol and produces acetic acid. This weak corrosive agent over time is a destructive force to the seals of the engine and will cause a lengthy service when spring finally arrives.

A 32oz bottle of MMO is only about \$4.50, so this is a quick, cheap and easy way to help protect your investment.

## Avoiding Hanger Rash – One Man's Solution



Nailing a good landing is never guaranteed. Bad landings can result in torn covering, broken parts, etc. However, keeping your equipment in good shape when not flying is something you can control. To ensure

my planes stay damage free and don't get damaged, I designed a rack system to stack and store them out of the way. Several people who have seen my system have asked for a description on how it was put together, so I thought I would share it with the club. If you have any questions, please feel free to drop me an e-mail at [pstimmel@ameritech.net](mailto:pstimmel@ameritech.net).

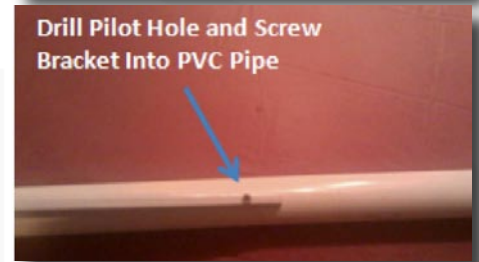
For supplies, I went to my local Lowes to purchase parts. They include 1 1/2" or 2" PVC Pipe depending on the size and weight of your planes (to keep it universal most of my stuff is 2"). I also purchased PVC end caps, Closet Maid 6 foot rails; Closet Maid 16" Shelf brackets, long tie wraps and a box of small screws.

The first step is to install the rails. Since I installed these in my basement; I used concrete cap screws to secure the rail. Use caution and make sure you align your railings so the shelf brackets are level with each other. This can be done by using a level or laser level while carefully aligning the mounting holes. As for the distance between the two rails, this will vary on the size of planes you want to hang. I believe 24" to 30" will support 40 and 60 size planes, I would recommend that you measure your planes first to determine the width. I also suggest a width something in-between your main landing gear and tail wheel.

The next step is to make your hanger brackets. Again I used 16" Closet Maid Shelf Brackets and I varied the length of the PVC piping based on my needs. One consideration is to make it several inches wider than your tail. If you're going to hold two sets of wings, make it even wider, in some cases

I've even stood the wings on edge behind the fuselage. If you're going to do this, measure your tail assembly and add several inches to cover the dihedral, and then add a couple more inches to make it universal.

Assembling the brackets is pretty straight forward. The first step is to drill a hole large enough to run your tie wrap through. Drill the hole at the back side (thick end) of the bracket (see picture). Next, verify the end of the bracket already has a small hole on the far end. Place the PVC tube on the end of the bracket, insert the tie wrap and cinch it down. On the other end of the bracket (narrow end) place a small drill bit in the hole and drill a pilot hole in the PVC Pipe (see insert). The tie wrap keeps the pipe from falling forward and the screw keeps the pipe tight to the bracket. To finalize the bracket, push the end cap to



the end of the pipe. You're now ready to securely hang your planes.

Submitted by Paul Stimmel



# What's in your Hangar?

23 x 10

**Member Name: Paul Stimmel**

My hanger can be found in my basement; over the years I've collected a number of aircraft and many are still in good condition. This can be attributed to my enjoyment of building and my lack of available stick time. I should note that even though I mentioned that I enjoy the build process, because of lack of time and the quality of ARF's all of my planes are ARF's. All pictures were taken in my basement and in most cases the wings are disassembled from the aircraft.

## **The first grouping includes:**

Great Planes (GP) 60 Cosmic Wind. Flown with a OS 91 FS and a Spectrum AR7000 Receiver. The fuselage is fiberglass and it has large foam core wings. GP discontinued this model but it is still a nice flyer with gentle flying tendencies.

The next plane is the infamous GP U Can Do 60 size. I bought this in the box at a swap meet. It's equipped with a Magnum 91 FS and it swings a 15 X 4W APC Prop. As an experiment I added a McDaniel On-Board Glow Driver. The RX is an AR7000. I hope to get more stick time with this plane in 2011, it's a gentle flyer at low rates and I need to develop some basic acrobat skills. I love flying this plane.

The last plane in this grouping is new to the hanger, a 60 size GP Super Sky Bolt Bi-Plane. I have a Magnum 91 still in the box and plan to use an AR7000 RX. I love the looks of this plane; I'm very excited to get it together and in the air.



## **The next grouping are all from Hanger 9 and are all 40 size:**

The Hanger 9 40 Saratoga. It's equipped with a Saito 82 FS and an AR6200. My primary motivation to buy this plane is that it's known as a gentle flyer and its pre built to accept the 40 size Hanger 9 Floats. I've read that it does very nicely on the water. This plane is by far is the easiest ARF I've ever assembled. I can tell you off land; it's the biggest pussycat in the world.

The next plane is my Hanger 9 J3 Cub. This plane is equipped with a Saito 63 FS. With a large wingspan (80") for a 40 size, it flies incredibly scale. It has big fat rubber tires and great slow speed handling. I have a little rudder mixed in with the ailerons and it is so cool to watch in the air. It is also equipped with an AR6200. As stated it flies like a Cub, meaning it can get really squirrely when taking off from the pavement.



The final plane in this grouping is a 40 size Hanger 9 T34 Trainer. I installed an Evolution 52NX engine; this thing really screams with an 11X6 prop. The plane is equipped with mechanical retracts and to add a little realism, I made some wheel covers to hide the landing gear when they're up. It looks pretty cool when the plane is on the ground too. A nice flyer and is equipped with an AR7000, since the nose gear is on a separate retract servo, I needed the extra channel.

# What's in your Hanger - Paul Stimmel

The next grouping on the east wall consists of the following planes:

A Model Tech 60 size Dragon Lady. This great Sunday flyer has been discontinued so I was lucky to get one. I think it looks really cool and with that big fat wing it flies great. I installed a Magnum 91 FS equipped with a Slimline Pitts Muffler. The engine is swinging a 14 X 6 APC prop that provides great performance. I modified the rear landing gear by substituting a Sullivan unit; it was much stronger than the stock unit. It's equipped with an AR7000 RX.

The next plane is the GP Seawind. This is my most recent build; in fact I have just a couple of things to finish up like adding wing servos for the flaps and ailerons. The plane is equipped with Robart retracts and is my first attempt with these units. To date, it holds air and appears to routinely lock into place. The Robart units are built specifically for the Seawind. I installed a Magnum 91 FS and added a Graupner 12 X 8 3 blade prop. Don't know how it's going to fly but it really looks beautiful!

The final plane in the grouping is a Sig Giant Scale Sun Dancer Bi Plane. Another discontinued plane. The only progress to report is the top wing is assembled; I hope to have it ready for next spring. Not only is it a big, beautiful plane, but Joe Saylor also has one and reports it's a big pussycat, especially when landing. For power, I have a XYZ 50cc 5.5HP engine (fingers crossed on the reliability) ready to install. I purchased Hi TEC heavy duty servos and an AR9200 RX which supports two 6.0v batteries for redundancy. This plane is also available in a 50 size.

I've also included separate photos of my 60 size Hanger 9 Sopwith Camel and 36 size Hanger 9 size Tribute. The Camel is equipped with a Magnum 91 FS, it's been up in the air once and looked incredible. I've added some additional nose weight to keep it pointed in the right direction - we'll see how it does next year. It's comes with a tail skid making take off from grass a must. The Tribute is my workhorse and every day flyer; it can fly very smooth and gentle or get a little crazy when called on. Power for this model is a Magnum 52 FS. I leave the Tribute and Sopwith assembled, making the set up at the field very easy. Connecting two wings and the flying wires to the Camel is more than I'm willing to mess with at the field. It fits nicely in the back of my truck.

## Planes Not Pictured (some still in the box awaiting assembly)-

- Seagull Dual Ace is a 40 size dual engine plane (Cessna 310 look-alike). I have two new Magnum 52 FS with Graupner 10 X 7 3 bladed props. This is my second copy and am hoping for better luck this time.
- Multiplex Blizzard Hot-liner. Awaiting the power pack to arrive so I can begin assembly. This uses a V-Tail and the videos I've seen look great.
- Aero Model Polaris – good on land/water/snow. This EDF plane is my second copy, the first crashed as a result of a poor CG set up on my part. This is a nice plane, you should look it up!
- GP 25 P40 – going electric, I hope to use this for some stick time during my lunch hour.
- Park Zone BF109-G. To make this grass friendly, I removed the 3 bladed prop and added the PZ 2 bladed nose cone. I removed the landing gear and just as an experiment added the flap option. Flies very nice and it's a great plane to throw in the trunk for a quick go around.
- Park Zone P51 Micro and Sukhoi Micro.

That covers most everything – My transmitter is the new Spectrum DX8. I recently installed the Spectrum 4000 MiaH LiPo in the transmitter. BTW- it's on the way back to Horizon Hobby because of a recall. I hope to report some more completions by the start of the new season.

