



Raleigh-Durham Radio Control

Volume 18, Issue 3

OFFICIAL NEWSLETTER

March 2009



President's Prop-Wash



Larry Lewis

RDRC Members,

Here we are again entering yet another new month, and activity in RDRC is really picking up. Lots of new airplanes and a few new faces have been appearing at our field. Since we last talked, I have test flown my new Euro Sport jet. Man,, what a BLAST!

Josh Bunn is just before entering the jet age with his Falcon, and already he has been busy CD'ing a contest. By the time you read this, he and the Rocky Mount club will have hosted the first IMAC event for our area. Robert and I plan to attend as spectators and show our support. Who knows? We might even get the IMAC bug!

Our RDRC spring event is just around the corner now, and lots of other events are right on our heels. Fayetteville will be holding their first event of the year March 28th, and from there on, it's nut'n but Fly-Ins folks! We've had several members say they plan to travel with us this year, and I plan to hold them to it!

So far, we haven't had a lot of field or club issues to deal with, so I don't have a lot to report on. At our last club meeting we did form a committee that will be looking into the idea of moving the shed and building. This isn't anything that's set in concrete, but a few people have asked if it would be considered and what benefits would be attached to it. We should be getting a report on that at our monthly meeting. WHICH by the way is March 25th. We will be meeting again at the same location as before. However, Jacqui may have found a more suitable place for us for future meetings. It's located at Falls of Neuse and Durant Rd. The facility is called the "Pullen House" and it looks to be a perfect setting for our meetings. The cost would be approximately \$30 to \$35 (about what we paid at Millbrook) and it already has all the chairs, tables etc we would need. Jacqui and I plan to meet up with the operating staff and see when, or if this will fit our needs. We should have more news before our next meeting.

Of course now that March is here, we need to start focusing on our upcoming Spring Fling event. We don't have a ton to do as food has already been taken care of. But we will need to have members helping to set up on Friday the 10th. Things like parking, tents, and pit lines will have to be established. One thing I did want to mention about the spring event is, we'll be using this event to test out our new pit boundary lines. In past FFT events it has become increasingly tighter in the pits. Folks are just about tripping over planes to get to the flight line. What we need is bigger pits. So, we plan to move the tent line back approximately 30 feet or so to get it further away from the flight line. Though our spring event isn't nearly as big as FFT, it will give us a really good idea of the room we can create. We have hopes it will work out well and make FFT a much safer environment.

Well, enough of me. Hope to see some of you at Fayetteville next week and we're all looking forward to flying with YOU in 2009.

Larry

See y'all at the meetin'!!! This Wednesday!!! January 23rd!!!



Josh Bunn

A Few Words from the VP

Looks like flying season is here to stay. Make sure you check out all your planes and check the batteries. Also it would be a good idea to look over the inside of your wings and stabs if it has open structure. I was recently flying someone else's airplane when the left wing panel failed and the airplane crashed. I do not know if it could have been prevented by inspection of the wing but it would a good idea to do this on your planes, you just may catch a problem before something bad happens.

We are making some changes in the way we do business and I will handle the roster and the membership cards. One thing that has been a problem is every time we change this around the membership has to make sure they can receive emails from whoever is sending out club information. So I have started an email account with google, so when we make changes to this the membership will not have to worry about getting their newsletter or other information. Please look in your spam accounts for the next few days for this email address or put it in your account so you will get all the club information rdrnews@gmail.com Please do not send anything to this address because I will not look at it every day.

Hope to see you at the field.

-Josh



Minutes of RDRC meeting

By: Secretary Dave Hockaday



Minutes for RDRC Club Meeting, February 25th

Meeting started at 7:37pm

There was one new member present, Patrick Taylor

Everyone was reminded about dues being due

Treasurer's report was given. Savings and Checking account are still in great standing, and we are still on budget.

Old Business

We discussed the situation with putting new gravel on the path again. Alan is taking care of it, and will let us know how much it will be.

There ended up being only 2 Bids for the Grass Cutting for 2009, the gentleman who currently does it won, and will continue to do it.

Once again discussed the brick we are purchasing for the path at Victory Junction. Since no one ever got with Larry and there's a deadline to meet, him and Jaqui will take care of it.

New Business

Jim Charbonneau brought up the idea of possibly moving the shed back, and keeping the shelter as just a covered section of pits.

Larry Lewis talked about the idea of moving the pits back for events only, so planes don't end up being too close to the runway.

Larry Lewis asked everyone to come up with ideas to make better use of space at the field, and to free up the pits some.

A committee was formed to work on these ideas and consisted of Josh Bunn, Ed Radiel, Blair Price, Jim Charbonneau, and Jerry Pope.

Started talking about FFT, and the need for getting more businesses involved, i.e. for food, vendors, donations, etc.

We need new press kits made up for this years FFT to have something to give to possible donors, media, etc.

We discussed the possibility of a new meeting place at the town of Rolesville's old Town Hall. Larry and Jaqui will check into for having the next meeting there to give it a try.

Brandon Hockaday informed everyone about the Spektrum DX6I Transmitter Recall, and how to check to see if you need to send yours in, and how to test yours to see if its fine.

Dave Langridge told reminded everyone that if they have any articles, pictures, etc. for the Club Newsletter, to send it to him.

Meeting was officially adjourned at 9:12pm

For Show & Tell, Dave Hedrick brought in and talked about a micro electric plane called a Stevens Aero "Diddle Rod"



How to Glass a Wing Center Section

By Scott Wilke

Many folks have asked me how I manage to get such a smooth polyester resin center section on my wings.

Believe me when I say that it wasn't always that way!

However, I found that following these techniques, while taking a little more time and effort, is quite affective.

Make faint pencil markings, 3-4 inches apart, as a guide on the center section indicating the width the glass cloth and resin will eventually cover.

Cut two pieces of glass cloth to the proper width and length.

For the wing bottom, cut a length that just approaches the width of the wing (chord), but does not go over the leading or trailing edges.

Next, cut a length for the wing top that goes over the top, around the leading and trailing edges and overlaps the bottom glass cloth about 1/4 inch or less on both ends.

The purpose of this is to keep your seams, if any, at the bottom to avoid having to mate the two pieces at the exact center of the leading and trailing edges where it can be quite difficult to get the cloth to lay down.

Mix up about 1/2-ounce polyester resin and put one drop more hardener in the mix than the instructions call for.

This works great with K&B resin but might be a little too hot for some other brands.

Test your brand before you try it as you will need about 10-15 minutes working time.

Using the pencil lines you made before as a guide, paint a light coat of resin on the center section bottom,

just enough so that it is almost absorbed into the balsa, but not entirely.

(Note: This is important and you should avoid excesses here, a little less than more would be better.)

Next, lay the bottom piece of glass cloth on the resin and work it into the resin with your fingers, working all bubbles or wrinkles until it lays flat.

You should have good lighting and look at the work from all angles to make sure it is lying perfectly flat. Also, if you are sensitive to the resin, you may wish to consider wearing rubber gloves.

Repeat the above procedure on the top except you will also be painting the leading and trailing edges and overlapping on the bottom.

If you think you need more resin to get the cloth to stick, particularly at the LE or TE, use your finger to paint it on because the bristles of your brush will sag the cloth.

Let the resin cure for 24 hours in a horizontal position to avoid drips from forming.

Mix up another 1/2 ounce of resin and paint it over the already hardened surface until you can see the cloth is completely filled and the surface is smooth.

Let it cure for 24 hours.

Cut off the cloth that covers the servo or wing bolt openings.

Sand the center section lightly to remove stray cloth fibers and to blend the resined center section into the rest of the balsa wood.

If you did the job right you will have very little or no sanding at all.

Isn't that what you wanted in the first place?





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Submittals:

All club members are urged to submit material to be published in the newsletter. The material must be received by the second Saturday of each month. Text is easily submitted in the form of regular mail or e-mails sent to my address above, photos can be attachments in any format that your camera produces (or scanned



Note from the Editor:

Ahhh 'tis great to have some nice weather again!! That nasty wet white stuff just SUCKED!! Still, it did get me thinking about ski's for planes once more and I hope to have something ready for next year...maybe that will scare the snow away :) There has been some good activity out at the field BUT I cannot report on it if no one sends me any pictures or articles!!! CUMMON!! Get writing in the dark evenings AFTER flying and pix of what you are all up to, especially those of you who fly during the week!! These newsletters make up a history of the club so let's get something interesting in here!!!

Dave Langridge



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TO:

