



squadron news...

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107th Aero Squadron
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Announcements:

- Take a look at the sales paper from Mark Yerkes. He still has some planes for sale plus all the peripheral gear that goes with flying & building. He's getting out of the hobby & looking to clear out everything. Sorry to see you go Mark!
- Some of you might not know but the club has been trying to step up the safety precautions at the field. While there are still problems, it does have obvious merit & is slowly working.
- The club picnic is only a few days away, & last I heard is on track. Should be good weather & a very nice turnout. See you there & don't forget to bring your prettiest bird (plane that is).
- A couple of folks have had problems with Hiteck's carbonite gears breaking. Although one of our members has been flying them all summer without a problem. In light of this it may be prudent to give yours added attention.
- Since September's club meeting would normally be the day after the club picnic the meeting will be held the day of the picnic. A little something extra to spice up the day!
- The club secretary has been busy so, as I type this the minutes aren't available. The three major things discussed at the last meeting were field safety, carbonite gears & the club picnic.
- The season is drawing to a close but as you know our weather isn't as cold as it used to be. Keep thinking "fly" as the REAL winter may not show up 'till December 25th!
- Joe Staklosa took some more beautiful pictures. This time they're of Jets!! I'm sending them to Ron today (9/6/06) & they'll be available to you as soon as he posts them. Thanks again Joe.

Now, on with the Squadron News show-----

The July 23rd fun fly turned out to have perfect weather before we got blasted with the heat wave of '06. there was one crash (Don) before I showed up & that was it for the rest of the day. And it was a nice long day at that, with lots of flying. Marv was doing great until he lost a carburetor screw & had to pack it in. my Kaos was flying like one of those swallows in the pavilion until my temporary retract hookup started to fail, so I packed it in too. Lou Ann flew a couple of flights & is doing very well. She'll be the next one getting wings, hopefully before the end of summer. All the regular guys were flying beautifully & regularly in a sky that started out just slightly hazy then turned clear with pillow clouds, in other words, perfect. Later in the afternoon, those clouds started turning into thunderheads but didn't spoil our fun. Bob brought out the Monocoup with the Fuji 32 gas engine & flew several near scale flights that I'm sure everyone enjoyed which included smoke. Nice on the eyes in that kind of sky. We had Italian sausage & hot dogs with most of the work being done by Jeff, then some more flying & a short tailgate session.

The august 6th fun fly started out with beautiful weather that had the threat of rain in it. We had a full flight line but not crowded and the flying was going well when a light sprinkle started. Most of us opted to continue flying and it turned out great. John Joseph produced a camo "shopping bag" to cover his Tx. & Bob Boen went with a towel! Both worked well. By the time the rain started coming down in earnest I had developed gear problems & had already put my plane away. After a few minutes the rain stopped, & those that were left (4 or 5), had great flying for the rest of the afternoon. A peaceful & pleasant day seasoned with a refreshing shower. This is terrific stuff!

This is a little comment on the Tuesday night flyin of 8/15/06. Almost a stunning blue sky that changed later to a definite. Nice size group with tons of great flying. The comment is on the new rules that have been implemented along with the voluntary enforcement of some old ones. It all worked like a charm! The clothes pins on the board & on the Tx's, the universal use of spotters, no pit taxiing(ahem), attention to restraining the planes at starting, & the use of starting devises—other than fingers(which tend to get used up). There also was a frequency sign in sheet that, fortunately, one of my friends put me on 'cause I forgot! We even had the cooperation of some non clubies! Some proof of workablity is that at some point we had six planes in the air with everyone staying with the pattern & "mostly" looking out for each other. Only one in-flight mishap, a mid-air when one pilot flew underneath another. These things won't happen when we start looking out for each other while we're flying & the spotters are doing their job. The way I see it, in an instance like this, accident prevention is accomplished by staying away from each other in the air. Fortunately, this one was minor. We're getting better folks!!

Here's a caution on wiring & switches. Bob G., after some very nice flights had his battery pack go up in smoke! A bunch of guys got into it & came to the conclusion that the short was at the on/off switch. The plane was saved!! Just some more for you to think about & watch for.

Tidbits-----Unfortunately, we must do what we gotta do. We're losing big Jim, our expert on electrics. He's got to follow his job to Florida. We wish you all the very best-----we're gonna miss you!! Lenny's back!! He came out to the field & he looks fantastic! What a relief! Welcome back guy.

Finally, as I finish this up we just finished the September 5th club night. What beautiful weather!! We even had some rain & then kept flying. It wasn't crowded which made it so much better. Everyone flew great & Bob B. learned how to do SOFT landings!! (He's gonna get me for that!)

R/C Equipment For Sale

Mark Yerkes cell: (708)539-6944

I can deliver to the field, or pick it up in Worth. I'm moving and getting out of the hobby, so I'm selling all my stuff. All planes are dusty from storage.

Sig Rascal 40 \$200 o.b.o.

- Saito .56 four stroke
- Futaba Receiver (ch. 23) and servos
- Has flown, gear ripped out once and repaired

Sold

Great Planes Lancair 60 \$275 o.b.o.

- O.S. FX .61 never been run
- Futaba Receiver (ch. 23) and servos
- Extra fiberglass cowls
- Assembled but never flown

GREAT PLANES 27%

CHRISTEN ENGINE

ARF

- New In Box

- \$200

Hobbico Superstar 60 \$200 o.b.o.

- Saito .91
- Futaba Receiver (ch. 23) and servos
- Wing modified to bolt-on
- Last flown 2004, needs minor work

Sold

Midwest Citabria \$100 o.b.o.

- Magnum .91 engine?
- Servos, no receiver
- Last flown in 2003, may need minor work

*ALSO NUMEROUS
ITEM ASSOCIATED
WITH THE HOBBY
ARE FOR SALE.*

Futaba T6XAs 6 channel radio \$150

- PCM/PPM selectable
- Ch. 23
- In good condition, modified to accept plug from Hobbico Accu-Cycle

Hobbico Accu-Cycle Tx/Rx Battery Cycler ~~\$30~~

Great Planes Real Flight G2 Simulator \$125

- USB Interlink
- Add-ons Volumes one and five

Quickie Fiberglass Parts



I use the West System epoxy resin to make fiberglass parts. The paste wax prevents the parts from sticking to the plug.

This month's technique is how to make fiberglass parts without having to first make a female mold. Using fiberglass parts to make blisters, cowls and other large scale items saves the weight of heavy, carved-balsa blocks. And using a plug (a male mold) to directly make your part saves the time and effort needed to produce a female mold.

I wanted to make the large machine-gun blisters that are so obvious on the Me-109G model I am building. To start, I built two balsa blisters that fit nicely into place just in front of the cockpit. I took my time and made them as smooth as I could; then I sealed them with resin and primed them. I sanded the finish smooth with 400-grit paper.

I then coated the two plugs with Johnson's paste wax to prevent the fiberglass cloth and resin from sticking to them. Apply at least four heavy coats, and buff each coat after it dries. Make sure to cover the entire surface of your plug.

Cut the glass cloth pieces slightly larger than your plug. I use one layer of 2-ounce cloth, two layers of 1-ounce cloth and three layers of 0.75-ounce cloth. The heaviest cloth may have to be cut in a few places to help it lie flat against the plug's surface.

Mix up some epoxy finishing resin (I use



These are the wooden plugs I made for the blisters I wanted to add to my Me-109G. Notice that I used a fair amount of filler and primer in these balsa parts to make them smooth.



Liberally apply at least four coats of paste wax to the plugs before you add the fiberglass cloth and resin.



After all the resin has cured, you can remove the part from the plug and trim it to shape. Use the plug's shape as a guide.



The completed fiberglass blisters ready for priming.



The primed blisters in place on the Me-109G fuselage. Once they have been glued into place and faired in with filler putty, the model will look great and be only slightly heavier.

West System) and apply it to the plug. Place the 2-ounce cloth on the plug. Don't worry about fully saturating this layer with resin, because as you add the other layers of cloth and resin, the resin will fully impregnate all the layers. Start adding the rest of the layers, and keep each layer as smooth as you can make it. End the process by adding the 0.75-ounce layers.

After all the layers have been added, use some toilet paper or paper towels to blot the outer surface to remove excess resin. Now let this layup cure over night.

When the part has fully cured, pry it off its plug. It should pop right off. Place the part back on the plug, and use the plug as a guide to trim the part to shape. When you've finished, wash the part with soap and water to remove any wax that might interfere with the gluing or painting of the part. If there are any blemishes or runs to be sanded smooth, place the part back on the plug and use a sanding block and progressively finer paper to smooth the surface.

Another way to use this method is to coat a clear canopy with paste wax and then add a few layers of glass cloth and resin to form canopy frames. When the resin has cured, you could pop the part off the canopy, cut out the unwanted areas and end up with a nicely fitting frame that can be finished, painted and attached over the clear canopy. Since I haven't actually tried this, be sure to buy a spare canopy to mold the framework on, and use only epoxy resin; polyester resin can attack some types of clear plastic.