



squadron news...

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107th Aero Squadron
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Club Announcements:

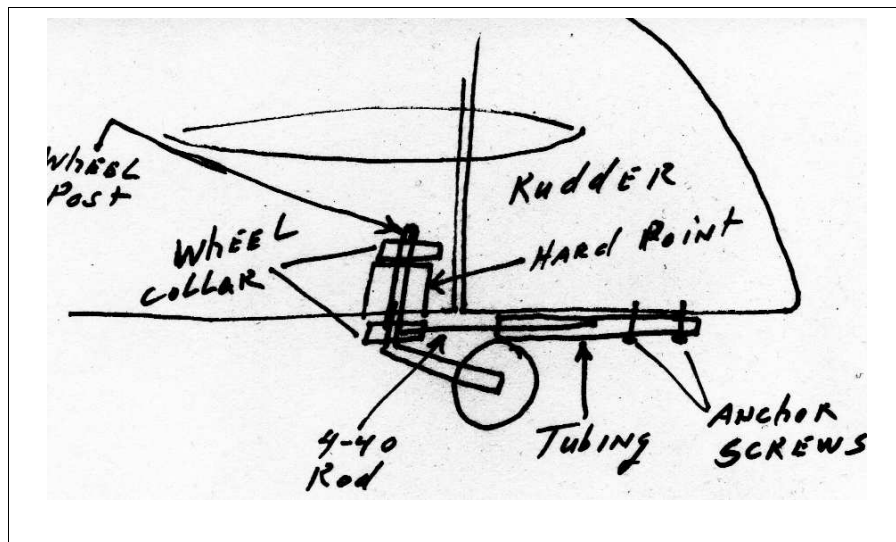
- We have a new name! We're officially known as "squadron news". John Chesna is the big winner & gets a gift certificate.
- Bob Quitter is the resident ace for being the 1st to hit the air on the 1st club day of the 2006 season. I don't know if you get anything Bob but I think you should for taking on the weather like that!
- Bob Bowen & John Joseph did a bang up job of getting us 12 gals of fuel in Toledo. They even carried it all the way from the hall to the truck! Tough guys! I also heard they did it one gallon at a time--- possibly a rumor.
- John Joseph & Bob Bowen again. These guys showed up at 3:33 AM (rumor?) to put up the crash fence for the club night debut. Wasn't that nice? Thanks guys!
- Bob Bowen is taking orders for the club jackets for those that want them. He has order forms to fill out (size, money etc.). Last I heard they're running \$54.
- Bob Quitter has put up the sign hawking our club at the field &, I must say, it looks stunning! A little recognition never hurts.
- ENORMOUS show & tell at last meeting; a Morris the knife 3D combat (joe synal), giant Taylorcraft (marvin sarich), a repeat of the aircraft he's had for sixteen years. THIS is building, not "arfing". A total scratch build with a fuji 50 for power, smoke & real neat hinging for the control surfaces that's reproduced in this months newsletter. Beautiful detail that I know will fly great!, electric jet (john juris) is an F-20 tigershark & will do 109mph! I think I heard it's got a 750watt motor. That baby's gonna honk!, a Mark(?) II folker (bob Quiter) with a 1/12 scale pilot playing around with a 1/4 scale gun. No wonder the world's in trouble! 6Lbs2oz with a saito 72 4stroke. Bet Bob doesn't play chicken with this one., LT25 trainer (bob genuze) with an os 40. His 1st that he has since flown! YeeeeHaaaa!, & len rigsby brought some springy things to clip on your belt with the 107th logo on 'em.

Now, on with the squadron newsletter show-----

Tales of Tailwheels

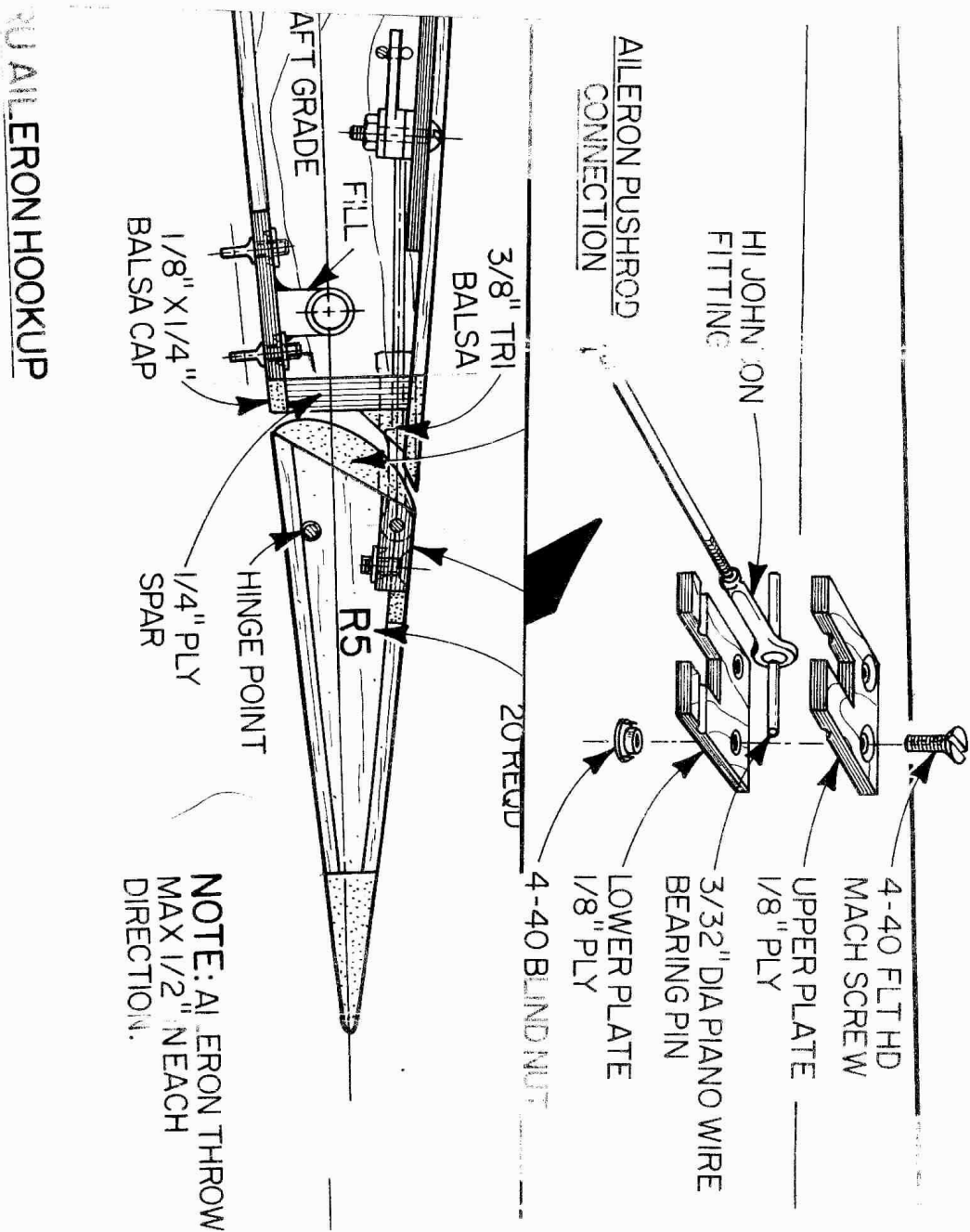
Over the years I've tried quite a variety of tailwheels on different sized aircraft and differing weights. What all this effort came down to is that most of them failed or at least didn't last as long as I thought they should. My quest was to find one that would be adaptable to a variety of planes. The folks at Midwest included an idea with their Extra 300 kit that I thought was a real winner. This tailwheel setup has actually been around for a while, as far as I know. It provides isolation to the servo from ground shock and sudden rudder movement while still providing enough steerability. It can also serve most aircraft, in its original configuration, by simply making it more or less "beafy".

Construction starts with your favorite way to provide a hard point for mounting your tailwheel post. You will now need a wheel collar (or the method you prefer) above the mounting point to keep the post from falling out in flight.. Below that mounting point you need to file a flat in the post and that flat spot needs to face directly aft. On here goes another wheel collar which will provide the surface that the weight of the plane will rest on and also the steering. Where you normally put the set screw you replace it with a 4/40 rod that will reach back to about the first 1/5th of the rudder depth. Lock it in good and tight with Locktight or whatever you prefer. On to this shaft you slip a piece of tubing that will cover half of the shaft. The tubing should extend past the shaft to the rear by about 2 or 3 inches and move freely on the shaft. This free end gets screwed into the bottom of the rudder in two places which will keep it from twisting. Now you have a tailwheel setup that is nearly fullproof and trouble free! The part that I like is that it's not complicated.-----joe synal



The next meeting of the 107th Aerosquadron will be at the Bridgeview Community Center at West 79th St and Oketo Ave. at 7pm on May 8, 2006----See you there!

This reproduction was provided by Marvin Sarich & shows how the ailerons are hinged on his giant Taylorcraft. Lots of folks were interested-----enjoy! --- editor



The Prez's Page

Well here we are May already. I hope that all of you have dug out your flying machines and done some serious flying. I myself am still struggling to work out the cob webs in my fingers. To be honest, it seems like I lost a little bit of my eye – hand coordination. (*Ahhh... OK, you can quit laughing now. Anytime now I'm waiting.....*) Kinda weird too! My head knows what I want to do. It just seems like my fingers are on a different page. I'm hoping that this is just a little bit of rust and in time I'll be back flying my old reckless way. Now that I'm thinking about it, there's not much difference in my flying. It's just that previously I was planning on flying like that. Now I just say yeah I planned that maneuver!

Please mark your calenders. **MAY 7th** (Happy Birthday Ron King! *I think he finally reached puberty.*) and **MAY 28th** will be our first fun flies of the 2006 season. I hope that we have a huge turnout. Without YOUR participation, there's no way these events can be a success. So remember, even if you don't plan on flying ... stop on by and say hi to some of your buddies, grab a dog, and shoot the breeze some. Just a reminder, if you come and fly, your eligible for a gift certificate that was donated by one of our local hobby shops. This brings up another point. I know how easy it is to get on the “net” and order your needed hobby supplies, But please... please... please.... support your local hobby shop. Remember when you started this hobby? I can almost bet that your local hobby shop is the one responsible for getting you started in this great hobby. So the next time you need that wheel collar that you lost at the field, stop by your local hobby shop and see whats new on the shelves. You never know, you might get inspired to build that dream ship you been thinking about for the last ten years!

This past Monday (April 24th) I was at the field. I was watching our resident electric flyer's, Jim and John. All I can say is WOW!! Johns electric war bird had to clipping somewhere around 100 mph or better (no kidding!) and Jim's wasn't far behind. The advancement in this area is just phenomenal. I'm really interested but still resisting the temptation strictly because of personal reasons. My point being, if your interested in electrics, I encourage you to talk to these blokes, They already have been going threw the growing pains, they know what works and what don't. I'm sure they would be happy to try and give you the info your looking for. And after all... ain't that what a club is all about?

Well that's all I have to say for this month, (amazing as seems!) I hope to see you all at the field and remember If you want it to fly right.... built it light. THAT'S ALL FOLKS!

Jeff

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All written material contained in this publication are the opinions of the Editor/Author and not necessarily that of the 107th Aersquadron. The 107th Aersquadron shall not be held responsible for any or all consequences brought forth due to any article written in this publication. All written items should be carefully examined with safety in mind.

OUR SPONSORS

LaGrange Hobby Center—25 S. LaGrange Rd., LaGrange, IL. (downtown LaGrange)
(Generous donation of gift certificates)

Al's Hobby Shop Inc.—121 Addison, Elmhurst, IL. (downtown Addison)
(Generous donation of gift certificates)

Ed's Hobby Warehouse—11152 Southwest Hwy. Palos Hills, IL.
(Mention the club To reduce your cost)

Leisure House Hobbies—2712 Plainfield Rd., Joliet, IL.
(decision pending)

LaGrange Hobbies & Al's Hobbies have been partnered with us for awhile now. Ed's Hobbies has recently joined with us & Leisure House will be working with us as soon as they decide on an equitable plan. In all cases, remember to mention the 107th when shopping for your hobby & thank you for supporting our dedicated partners!! *editor*

Editor's Corner

Still waiting for pictures & articles from the rest of you guys. So far so good but I'd like to see a bit more momentum as it would give me material for the "dry season". The officers didn't discuss my suggestion on the "family portrate" thing so I'm assuming there's no interest. Any alternative suggestions? Need help here guys.

If anyone is selling anything or is looking for something (airplane stuff!), give me the info & I'll put it in the squadron news for you.

If you need help with learning to fly, building, programming, or any other aspect of our hobby put a general post in the squadron news as a better effort to make contact with the person that can help you. Please remember that I'll not post any personal contact info in the squadron news. You must contact each other through the club website, in person or at one of the club activities. *Editor*



**Don't forget tuesday nights!
I'll be looking forward to seein' you there!**

Here's the Kaos all done. This is a plane that was leaning on

the wall at Marv's place—for 14 years! Has a fibreglass fuselage, balsa covered foam wings that were glassed by Marv. I painted it with Rustolium white on the fuselage & yellow on the bottom of the wing. Graphics are a checkerboard pattern with black squares on the bottom of the wing & some leftover graphics on the top wing & fuselage as well as art deco speed stripes cut from scrap chrome monocote. It has 4 standard servoes for the surfaces & a Jr retract servo for the Goldberg low profile tri-gear retracts. There are 2 900mhp 4.8v packs in the nose under the engine, with plenty of clearance. There are 2 switches with charge recepticles on the left side under the canopy & a speed fueler on the right fuselage under the muffler. The reason for the duel power system is to seperate the retract drain on power from the main system. It seems to work well & tests give me 10 cycles before becoming marginal. Power is from an OS61 with an APC 12X7 prop feeding off a 12oz tank. Control is Futaba Rx on ch.20 receiving orders from my Polk computer Tx. Weight is 8lbs3oz & balance is at 28%. *editor*



107th Aero Squadron

Meeting Minutes

4-11-06

Location: Oremus Community Center
7900 Oketo Avenue
Bridgeview, IL.

Next meeting: 5-8-06 @ 7:00PM, Oremus Community Center

I. Call to Order & Announcements

Jeff called the meeting to order at 7:08 PM. 14 Members were in attendance. No new announcements were made.

II. Treasurer's Report

No treasurer's report was made, as Ron King was not able to attend.

III. Secretary's Report

The meeting minutes for the 3/13/06 meeting were read, and a motion was made to accept the meeting minutes as published, and was accepted by acclimation.

IV. Old Business

Jeff announced that 3 First Aid kits were being ordered, and would be distributed to 3 different club members so that at least one First Aid kit would be available at club events.

The proposed names for the club news letter was discussed, and voted upon as per the following:

- Flightline (2 votes)
- Vortex (-0- votes)
- Squadron News (4 votes)
- Broken Wing (1 vote)
- Squadron Splatter (1 vote)
- Smokin' Hole (2 votes)
- Channel Chatter (2 votes)
- Pilot's Log (2 votes)

The winner is "Squadron News", submitted by John Chesna, who will be receiving a club gift certificate from Bob Quitter.

V. New Business

Bob Boen announced a new embroidered jacket and cap program that would be made available to all club members. A straw vote was taken among all the attending members to determine if the program was worth the effort, and if it should proceed. All 14 members voted affirmatively, so orders will be take at all club events through the 5/8/06 club meeting, and will be placed with the clothing vendor (Creative Advertising) by mid-May.

VI. Show & Tell

Marv Sarich show off his new 84" Clipped-wing Taylorcraft, weighing in a 21 lbs. Of special note was the unique "gapless" hinge used on the elevator halves, and the concealed aileron control that Marv used.

Joe Synal brought in his Morris Hobby "Morris The Knife" profile fun flyer, with a 55" wing weighing in at 4-1/2 lbs.

John Juris displayed his new F20 Tigershark, an EDF jet weighing 39 oz.

Bob Quitter brought in his newest "Fake Fokker" (obviously built just to terrorize the Coyotes at the field) that weighs in a 6 lbs., 2 oz. and uses a Saito 72 for motorvation.

Bob Genaze brought in his just-completed Sig LT-20 Trainer, featuring a very well done monocoat covering job.

The drawing was held after show and tell, resulting in \$29.00 for the club treasury. \$15.00 was collected from the members for the use of the meeting room.

VII. Adjournment

A motion to adjourn was made and accepted at 8:25 PM

Respectfully submitted,



da Club Secretary

Some very nice pictures of the show & tell were sent to me by Bob but unfortunately I was unable to put them in the newsletter this month. When I get it figured out I'll put it in the next issue. *editor*