

JCRCC January 2005

Volume 4, Issue 1

January 16, 2005

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Upcoming Field Events!!!



3D Fun Fly

Date To Be Announced....

Hosted By Jersey Coast RC Club

Register On Line

www.jerseycoastrcclub.com



Newsletter Content Wanted

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To all JCRCC members. The newsletter has gone through some changes and I am now pretty comfortable with the format of it . I hope everyone is enjoying it and maybe even getting a little bit of use from it. I have been getting most of the tips and articles from research on the internet and am looking for something else now. The

newsletter is only as good as the content that is in it and I would like to get some content from our members. So if you have a story, tip, trick, cartoon, review, picture, caption, or anything else please get it to me and I will get it in the newsletter. Please be sure to include names with everything, even for people in pictures, I

do not know all the names of everyone in the club. You can submit your contribution using email, (TAC-001@att.net) regular mail, or in person. I can scan most pictures and text to get it in the newsletter so don't worry.

Tom Cuccurullo (Editor)

Schedule of Events

- **January 1st—New Year's Day**
- **January 17th—Martin Luther King Jr. Day**
- **January 20th—Monthly Meeting**

To add a club event or an area event to next months newsletter please send an email with all the details to:

Tom Cuccurullo
TAC-001@att.net

Regular mail (see address on last page) and hand delivery are also accepted.

January 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Happy New Year
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17 Martin Luther King Jr. Day	18	19	20 Monthly Meeting	21	22
23	24	25	26	27	28	29
30	31					

Humor

The controller who was working a busy pattern told the America West 727 on downwind to make a three-sixty (do a complete circle, usually to provide spacing between aircraft). The pilot of the America West 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane? Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"

It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City.

KC Approach: "Malibu three-two-Charlie, you're following a US Air 727, one o'clock and three miles."

Three-two-Charlie: "We've got him. We'll follow him."

KC Approach: "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?"

Delta 105 (long pause and then in a thick southern drawl): "Well...I've got something down there. Can't quite tell if it's a Malibu or a Chevelle, though."

"Flying A B-52"

A young guy in a two-engine fighter was flying escort for a B-52 and generally being a nuisance, acting like a hot dog, flying rolls around the lumbering old bomber. The hot dog said over the air, **"Anything you can do, I can do better."**

The veteran bomber pilot answered, "Try this, hot-shot." The B-52 continued its flight, straight and level.

Perplexed, the hot dog asked, "So? What did you do?"

"I just shut down two engines, kid."

No December Meeting Minutes

Classifieds

Giant Aeromaster for Sale



Wing span 68"

Fuselage length 63"

Requires for Power G-38 to 52

Price \$200.00

Contact Robert Viebrock at
phone 732-899-5872



The Aeromaster biplane has been around for many years now. It was in the late 1960's that Lou Andrews designed and kitted the original model. It proved to be very popular and the model was available for many years. Ailerons have been added to the top wing, a round cowl, bolt-on wings and a plastic canopy are a few of the changes.

For those of you that did not receive this month's newsletter in the mail it is because I do not have you on the list to have it sent to you. If you would like to receive a copy in the mail please fill out

Please Fill Out And Return To Address On Last Page, Email Me, Or Give It To Me At The Next Meeting.

NAME _____

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I wish to have a copy E-mailed to me.

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Okay, so we all know that we want our planes to be as light as possible. How do we do that, especially with a kit already in hand?

WOOD: The first and primary rule is -- do NOT use heavy wood!!! Select your wood at the hobby shop. Get good, straight grained balsa pieces and compare them -- then buy the lightest. If you buy mail order, get contest balsa (4-6#) or "light" (6-8#) wood and hope for the best.

With a kit, you may have to throw out some wood and replace the heaviest stuff with lighter stock.

GLUE: Use light glue -- CA is the best for the weight, aliphatics come next, and epoxies are the worst. Where you feel you must use epoxy, such as on your firewall or landing gear blocks, use as little as possible.

PLY: Plywood is heavy, but necessary in some spots -- firewalls, landing gear plates, and some formers need to be ply. But use it sparingly, substituting lite ply or even balsa ply if you can. But where bolts are involved, you should use aircraft ply.

Even using the heavier ply, we can shave some weight. For instance, 3/16" ply is enough for most 40-size firewalls and landing gear plates. Throw out the 1/4" stuff.

Further, use the strength of the engine mount. If it's a one-piece mount, you don't need the wood inside the bolt pattern. Cut it out, stuff the hole with balsa. The same goes for a plate for mounting landing gear. [See Fig. 1]

Wing mounting blocks can be cut down -- moving the bolts back an inch may allow you to cut an inch off the front of the blocks.

Ply formers can usually be trimmed from the inside, ply fuselage sides can usually stand larger lightening holes.

CUT AND CHOP: Lightening holes can be cut in balsa fuselage sides and on the top. (You may want to keep the fuselage bottom solid.) Thinner balsa may often be used for top and bottom cross-grain planking. Hollow or eliminate large blocks, such as are often supplied for wingtips.

BUILD UP: Ailerons, rudders, and fins/stabs may be heavy 1/4" - 5/16" solid balsa. Building these up from 1/16" balsa skins with trusswork interiors gives you a light, stiff structure, perhaps even stronger than the originals. Building up these surfaces may also be preferable to using the original solid wood with lightening holes. Skinned "built ups" are considerably stiffer than open frame construction, but not as light. [See diagram 2]

FOAM WINGS: Foam wings can also be improved upon. Note that using light wood for wing skins and minimal glue applies here, too.

Consider that the actual bending loads on the wing are greatest at the center, ranging down to near zero at the tips. So strength can be tapered off as we go out to the tips. Skin and foam may be cut away increasingly progressing outboard toward the wingtips; this is best done behind the thick point on the wing. [See diagram 3]

BUILT-UP WINGS: The same principles apply; strength (and weight) can be cut out near the tips. Spars can be of thinner stock. Gradually cut the thickness of the webbing to 1/32" out at the wingtip.

Note: The above is fine for flight conditions -- but if you "catch a wingtip" on landing, that's another story!

COVERING: Not all coverings weigh the same! The low-temperature mylars are lighter -- fabric is heavier. Even among the "standard" coverings, the weight varies. (Monocote is lighter than Ultracote, for instance.) Color also makes a difference -- lighter colors are heavier! It takes less pigment to color something black than white! And don't have any large overlapping areas on your covering, that's just wasted weight!

SANDING: Can anything be simpler? The more you sand, the less your plane will weigh! Obviously, this could be overdone

BUILDING LIGHT

Tips And Tricks

By Clay Ramskill

-- but at least sand in curved corners when they are shown on the plans. That sawdust may not seem like much weight, but it all adds up.

FUEL PROOFING: Using thick coats of epoxy for fuel proofing adds unnecessary weight to your plane. Try dope, glas-coat, brushed on rustoleum, or equivalent. But don't skip out on fuel proofing. Besides being harmful to your wood and glue joints, soaked-in fuel is heavy! **FITTINGS:** By all means, use quality, strong fittings (pushrods, clevises, control rods, etc.). But be weight conscious, too, and don't overdo strength to where you add unnecessary weight.

BALANCE: DO NOT ACCEPT adding any lead to a plane! The exception is an ounce or two in the wingtip to balance laterally. Move servos, battery, and even the engine to avoid adding lead to your plane. Bolted or glued in lead is unnecessary weight -and adds extra loads to your airframe. Scale builders may be stuck with this -- quite often scale planes tend to be heavy anyway; adding lead becomes the "last straw" leading to the stall, snap, crash tendencies of some of those planes.

EXOTICA: There are more exotic measures taken to save weight -- usually in larger, more complex aircraft. Modelers use aluminum, carbon and boron fiber, expensive honeycombs, and kevlar to increase the strength-to-weight ratio. All this stuff is expensive, but worth it when performance is the prime consideration.

SAFETY: You must keep in mind that whenever you make changes to a design specification, YOU are now responsible for the aircraft's integrity.

Most model designs are heavily overbuilt -- but it's always going to be up to you to decide what is overbuilt and what isn't. We're not rocket scientists (and neither are the designers!), so don't be afraid to ask an experienced modeler (preferably several!) about modifications that you're not sure of.

Don't be reluctant to experiment! If a ply former seems heavy, try making a duplicate of balsa ply, and compare. Try doing a built-up stab (they're easy, really!) and compare weight and stiffness with the solid version.

FINAL THOUGHT: Keep weight in mind constantly as you build. Would EZ hinges be lighter than the conventional hinge-pin type? Can I use shorter (lighter) bolts than the ones the kit supplied? Can I trim the ends off the engine mount? Is this piece of balsa too heavy?

An ounce here, a half-ounce there -- it all adds up!

**Landing Gear Plate,
Lightened**

Fig 1

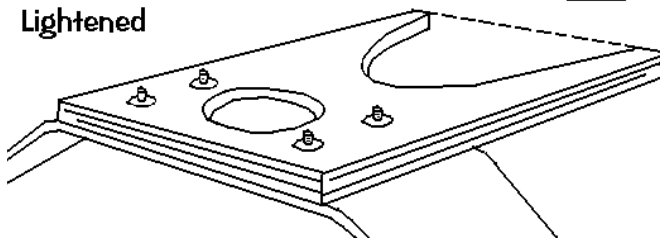
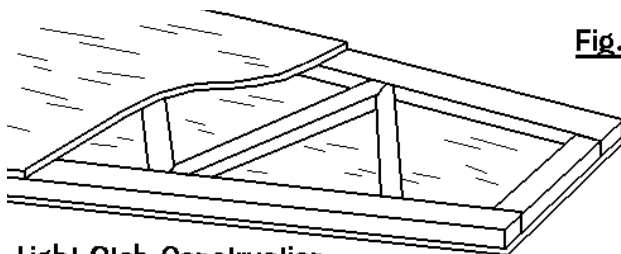


Fig. 2



Light Stab Construction

**Lightening a Foam
Wing**

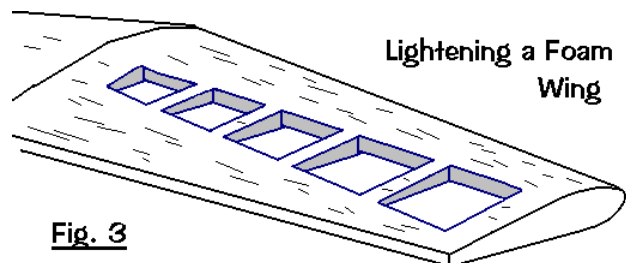


Fig. 3

JERSEY COAST RADIO CONTROL CLUB

Tom Cuccurullo
PO Box 1734
Wall Township, NJ 07719

<http://www.jerseycoastrcclub.com>

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JACKSON, NJ 08527

This Month's Meeting is January 20th

Upcoming Area Events!!!

Syracuse NY Model Forum

NY

1/29/05 - Syracuse, NY (D) Syracuse NY Model Forum. Site: Ramada Inn. Michael Gossen CD, 4457 Chelise Hamlet Rd Syracuse NY 13215 PH:315-492-2655. Model aircraft forum and show. Show Display Award plaques for trainer, sport, scale, jet, and heli. 10am to 4pm. Vendor tables, demos and seminars.

Levittown Flea Market

NY

01/30/05 - Levittown, NY (E) Levittown Flea Market. Site: Levittown Hall. For info: Archie Defendini PH:516-510-7378. This is our 21st year running this event. We all look forward to attending this swap meet in order to get ready for the upcoming flying season. There are 32 tables of RC equipment. Raffles and 50/50 drawings, fully built planes sold. Donations at the door. Doors open at 9am. Sponsor: THE NASSAU

RC Flea Market with Auction

PA

2/06/05 - Export, PA (E) RC Flea Market with Auction. Site: American Legion Hall. For info: Gene Binduga PH:724-733-8106. From Tpk. Exit 6, follow us 22 E 5.6 mi. Take Cozy Inn Cut-off to Old Wm Penn Hwy. Hall is 1 ¼ mi east. Flea Market Auction Frequent raffles prize drawings hot food. Sponsor: MURRYSVILLE AREA RC SOCIETY