

Springfield Radio Control Flying Club



AIRMAIL



www.springfieldrcclub.com

AMA CHARTER CLUB 394

MAY 2007

VOLUME 19 NUMBER 5

NEXT MEETING

MAY 3RD

LIBRARY CENTER

4653 S CAMPBELL

Members of the RC Club,

I would like to sincerely thank you for so graciously donating to my cause in the Springfield All-Youth Relay for Life. You have been a great help both to me and to the American Cancer Society. Your support for finding a cure for cancer is greatly appreciated and I am sure your charity will be very duly noted. Thank you again for your support.

Sincerely,

Scott Curtis



There's a new flier at the field who's taken up temporary residence. "Ladybird" is sitting on her nest of 4 eggs in the gravel in the north part of our driveway.

Once Upon an ARF

This article is primarily targeted toward those out there who are newer to our hobby or those who haven't assembled many ARFs as yet. I use the word assemble here intentionally, for an ARF is already built, we just assemble. There are few true builders anymore – those who actually start from scratch or from a box of wood in kit form. Those who have little ARF assembly experience can and will encounter some of the challenges (difficulties and frustrations) presented here. All ARFs are not created equal. There are good ARF manufacturers and not so good ones. Even the good ones can challenge the best of assemblers. The first big difference we notice

2007 Events

May 12	Fun Fly & Swap Meet & Lady Fly
June 9	Fun Scale Contest
July 28	Float Fly Practice
*Aug 11-12	Float Fly
*Sept 8-9	Pattern Contest
Oct 20	Swap Meet
Dec 7	Christmas Party

*AMA Sanctioned Event

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The Presidents Corner

A special thanks to those who came out Saturday, April 21 and performed the necessary fix up tasks: Charles Bane painted the pilot station fence posts, Sparky and Russ Mell re-webbed the pilot stations, Bryon Scott painted the wind sock pole and he and Mike Howard replaced a post on the main sign, Bob Schwandt and Cal Adams worked all morning weed eating along 189, Ralph Todd painted the main gate and hauled away some trash brush, Mike Howard tightened the cables on the newer out houses and patched cracks in the runway, Bert Turner patched leaks in the shed roof, Bert Turner hauled dirt and he and Bryon Scott filled the old out house hole Sparky and Jerry Kutz made some repairs to the tall safety fence webbing, Ray Niles and Russ Rhodes cooked lunch for the workers, others present for other tasks were Bob Pace, Ron Hyde and OD Fine. Thanks to all of you for your work supporting our club.

Barry



Could You Hurry UP?

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is the assembly manual, if there is one (some often only supplies one page of 3-D exploded views). Many of the manuals of these Asian ARFs contain no words at all, only pictures of major assembly steps. Some, if they do contain words, are poorly translated or contain terms for parts foreign to us. One maker refers to the fuel tank as "oil box". Often, key steps of assembly are not covered well or left out entirely. Measurements in most current ARFs will be metric, a few still provide both metric and English measurements. Get a ruler with metric markings. Sometimes a measurement specified in a manual will be absolutely wrong (distance between firewall and engine thrust washer for instance). [It is often thought whether the ARF maker has ever tried to assemble and fly one of its own models.]

Some minor covering wrinkling can be expected due to temperature and humidity changes. However, even the more expensive ARFs will sometimes arrive with very wrinkled covering. The first task is to spend sometimes hours heat gunning or ironing out the wrinkles. Any easy task? Sometimes not. A lot of ARF makers overlap covering only a millimeter or two. Using a heat gun near a seam can cause covering shrinkage and expose the wood underneath. There are a few ARF makers who use covering that simply can't be heat gunned or ironed at all. They type of covering

used can even vary from model to model within a manufacturer's model line.

One of the ways the current ARF manufacturers save time and money is by using what looks like hot glue for assembly. Look inside the tank compartment behind the firewall. Often there's not enough glue here and this condition needs to be addressed. Is the servo tray already glued in? How well?

Most ARFs we buy nowadays come from Southeast Asia. Most of the ARFs will have metric hardware (there are a few exceptions here). We have the choice to work this or replace it with SAE hardware. Metric hardware requires metric tools (hex head wrenches or screwdrivers and nut drivers). One of the frustrations one can eventually encounter is missing or incorrect size of screws, nuts, or blind nuts. Often the assembly manual will specify one size of screw for a particular application, but that size screw is nowhere to be found in the hardware packet. Try to buy a 3x16mm hex head screw on Saturday morning, or a 4mm blind nut – not going to happen (around here anyway) – if a place is known please share it! Another frustration is the quality of the metal in the hardware supplied. Sometimes the screw heads will simply snap off given what would be deemed a reasonable amount of torque during installation. Or, things are going really well until it's time to mount the engine. 4mm screws are

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too large to use in mounting a .46 size engine, they won't fit into the mounting lug holes. Sometimes the wheels supplied have to be drilled out to fit in the axles supplied. Another challenge is the quality of metal in the push rods. Try putting a Z-bend in some of these rods and they will crack or snap right in two.

The connecting hardware can also be a problem – that hardware included to be used on either end of push rods and on control surfaces. There are reports of some control horns actually snapping in flight. Some clevises are more like plastic than nylon, some of which have pins that don't snap closed well, or at all. Some methods of servo connection are also questionable, although the hardware included to do so might actually be OK. Case in

point: the push rod keeper that is bolted on to a servo arm (or in some cases held on by a nylon push nut), the push rod secured through a hole in the device body with a small set screw. This type of device is fine for throttles, but for elevators and ailerons? Hmmmm. [This claim is a matter of opinion, but why chance the loss of a model due to a loose set screw or push rod slippage? Z-bends or angle bends are much more secure methods of servo connection.] There are a number of reports lately (online) of nylon engine mount failures. It's not certain whether this is a trend or just a bad batch of mounts. Certainly the ARF makers are going to supply the least expensive (cheapest) possible. Another cheap item is the spinner if it is supplied at all. Many of these spinners are not balanced and/or the back plates warp under pressure (causing the

spinner cone to fit improperly). Any of these will cause excessive vibration leading to any number of problems, assuming of course, the prop is balanced. [You DO balance your props don't you?]

Most ARFs specify the proper CG and recommended initial throws for the control surfaces. However, sometimes the CG can be wrong and/or control surface throws are simply not specified at all. Here's where online reviews and/or R/C forums can be of utmost value.

What can we do to minimize ARF assembly challenges? Before purchase – do some research, find out which ARFs have bad reviews/reputations. After purchase – get the right tools, obtain spare metric hardware, read online forums, and get advice from a seasoned ARF assembler. If something doesn't seem right, get a second opinion!

Springfield RC Club Minutes for April 2007. Ray Niles, Secretary

April 2007 Springfield RC Club meeting.

President Harper opened the meeting at 7:05 PM. There were 14 members and one guest. The March minutes were accepted. Treasurer Rhodes presented the treasurer's report and it was accepted. Old business: The work day list was discussed and assignments made. We hope to see all members on the 21st of April to support the work effort.

New Business:

Two new flight starting stands

were authorized to be built by Charles Newton; thanks Charles. These stands are intended to be used by a pilot who is up next to fly rather than a place for a single flyer to occupy for the day. After you have started your engine please set your flight box out of the way of the next pilot before you leave the stand with your plane. The next Night Fly could be on 28th of April if all goes well.

The meeting was adjourned at 7:40 PM





SCENES FROM FIELD WORKDAY 2007



Night Fly Report

As the 3/4 moon rose, planes took to the air like summer fire flies. Jason Costello wowed the crowd with his bright internally lit wing Magic. Others taking to the sky in the dark during the evening were Sparky Wessels, Ralph Todd and Bryon Scott and that really tall guy. Justin Heath's Slow Stick with a Big J Lighting System made flight after flight after flight some with touch and goes on the moonlit runway. On one flight, Jason must have broken his concentration for a nano-second and his model went down. [A wrecked model in the field is not difficult to find with lights on it.] The fuselage was cracked in half just behind the wing. Not to worry. With a little CA and lots

of packing tape, he flew it again with those bright internal lights! Or hats off to Jason for his dedication and determination at this

event! It was certainly an enjoyed evening even for the many spectators who attended.



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