

Springfield Radio Control Flying Club



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AMA CHARTER CLUB 394

OCTOBER 2006

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NEXT MEETING

**Thursday
October 5th
Library Station
North Kansas
Expressway**

Pattern Contest

Everything went great, beautiful weather, 21 pilots and know crashes. After flying FAI for several years Dan Curtis switched to the NSRCA's Masters division so he would have more flyer to compete against. He ending up taking 2nd place in his first contest with only about two weeks to practice the

sequence. Forest Wilhite and Doug Bennett battled it to the 6th and final round with Doug pulling out a first place with a narrow margin of only 24 points out of 4000. Mike Howard took third in the Advanced class with John Clevenger taking 4th in his first contest after a five or six year absence from pattern competition. In Sportsman Jeff Schmidt took first and Russ Rhodes took 3rd. This was also Jeff's first contest. Once again your Springfield Pattern Flyers made a strong showing.

We would like to give a special thanks to all who help with the contest. Rachel Wilhite and Velma Ashley for their score keeping and score sheet retrieval. We may owe Velma a new pair of shoes as I think she picked up almost every sheet. Also Ray Ward and Sparky Wessels for cooking and helping with the clean up and Ray Ward again for his generous donation of a folding plane stand for a raffle prize which netted us an extra \$100. Last but not least all the pattern flyers who rounded up food, soda, judged, and did various other duties to make the contest a success.

Doug

More about the pattern contest on page 3.



Hunter Bane and his new Twist

Springfield RC Club Minutes for September 2006. Don Bordwell, Secretary

Meeting opened at 7:00 PM by President Doug Bennett

Doug read the minutes of the August meeting. Motion was made to approve minutes, passed

Dave Campbell gave the Treasurer's report. Motion was made to approve the Treasurer's report, passed.

Old Business:

Sparky Wessels gave a recap of the float fly. All went well considering the construction that was going on. 20 plus pilots registered for both days which was an increase from last year. After expenses the club should net over \$400.

Dan Curtis gave an update on the Pattern Contest coming up the weekend of the 9th. Field is mowed and trimmed. Cooks and score keepers are lined up. Members were encouraged to come out and assist with running score sheets and other duties that may come up.

New Business:

It was mentioned that the newsletter was late in getting out. Jerry Kutz said that he never got mailing labels and that the editor had forgot to send the letter to the printer. Although most of the membership has an e-mail address it was thought that a hard copy is preferred by several. This is going to be discussed further at the Oct. meeting. Doug will print and mail Jerry two complete sets of address labels.

Berry mentioned that it had been a long time since anyone had run a frequency analysis at the field. With complaints from several members getting hits on their channels, Berry recommended that we get the frequency analyzer from the AMA and run a new check. He will contact the frequency coordinator and ask to be put on the list for the first available opportunity.

The club web page was discussed again. No up dates on meetings for several months. A few members have been sending pictures,

but have not seen any changes. Dan Curtis will look into web hosting and at some other club sites. We will be discussing this further in the Oct. meeting.

Forest Wilhite asked what our official policy was on guest. Several other commented about club members from other local clubs flying at our field as guest. Most thought this is not fair to the membership that pays to fly and we are giving up our frequencies and time to these local guests. This will be discussed in detail at the Oct. meeting.

The Christmas party was discussed and a committee needs to be formed and a location found. Another topic for Oct. meeting.

According to our by laws the Oct. meeting is the meeting to propose dues changes, and put together a nominating committee for officers and board members. All members are encouraged to attend and participate.

Meeting adjourned at 8:30

JOINING THE WINGS

by Clay Ramskill

At one time or the other, we all have seen or will see an RC plane go in after the wing has folded and/or fell off. The flight path, wingless, is in scientific terms, a parabola - and results in a VERY messed up airplane!

The usual area where a wing breaks is at the wing joint in the middle. That's where the highest forces are concentrated, and in most cases, left and right wings were fastened together there in the first place. And, of course, that general area is where the wing is fastened to the rest of the plane.

In the figure, on top, is a fairly typ-

ical wing structure, but with a marginal joint between the two wings. The narrow strip of fiberglass or nylon tape with no other special support is sufficient in theory - but in practice, it depends too much on the glue joint between the sheeting and the spar, in a very small area. Note that foam wings use this method very successfully, where the wing skin itself provides the strength.

Considerably better is to extend the fiberglass on out past the next rib, at least in the area of the spar, providing much more area to bond glass, skin and spar together. Equally good is to use spar joiners in concert with the narrow glass strip - aircraft ply is far stronger for this job than lite ply. And perhaps the very best is to use a larger piece of ply to cover

the whole area, as in the "best?" section of the figure. In this case, you're replacing the balsa webbing with ply, also. And ply, with less chance of splitting, is a far better webbing material. Also, note that you now have, with the ply, a perfect place to drill for wing dowels!

However, there are some qualifications here, hence the question mark. The one large sheet of ply means possible problems with seeing what you're doing when you glue it in, as is often the case with pre-constructed or ARF planes. The construction sequence should be arranged so that you can fit this piece and see the joints, and preferably be able to clamp them, as you do it!

Continued on Page 4

SPRINGFIELD RC CLUB PATTERN CONTEST

The pattern contest was once again a well received and well attended success. The weather was perfect for the two day event and even included a wind direction change for two rounds during the event. Flyers from MO, KS and OK flew 4 rounds on Saturday and 2 rounds on Sunday to determine the winners of each class. All AMA classes were represented and 1 entrant flew in the FAI/F3A class this year.

Results including plane and engine flown:

Sportsman

1. Jeff Schmidt	Springfield, MO	Olympian	YS 1.40L
2. John DeLuca	St. Louis, MO	Explorer 90	unk
3. Russ Rhodes	Springfield, MO	Saphir II	YS 1.40

Intermediate

1. Doug Bennett	Springfield, MO	Temptation	YS 1.40 DZ
2. Forrest Wilhite	Springfield, MO	Impact	YS 1.60 DZ
3. Tim Wortkoetter	St. Louis, MO	Prophecy	OS 1.60 FX
4. George Ashley	Springfield, MO	Eclipse	YS 1.40 DZ
5. Robert Perkins	Columbia, MO	Focus	YS 1.40

Advanced

1. Jeff Buchner	Columbia, MO	Eclipse	YS 1.40 DZ
2. Ken Kaut	Tulsa, OK	Impact	YS 1.40 DZ
3. Mike Howard	Springfield, MO	Impulse	OS 1.60 FZ
4. John Clevenger	Springfield, MO	Temptation	YS 1.40 DZ

Masters

1. Brian Young	Ok. City, OK	Impact	YS 1.60 DZ
2. Dan Curtis	Springfield, MO	Temptation	YS 1.60 DZ
3. Chris White	Tulsa, OK	Aresti IV	OS 1.60 FX
4. Todd Schmidt	Ft. Scott, KS	Defiant II	YS 1.60 DZ
5. Terrance Brown	Little Rock, AR	Genesis	unk
6. Joe Dunnaway	Great Bend, KS	Eclipse	YS 1.60 DZ
7. Ed White	St. Louis, MO	Focus	YS 1.60 DZ
8. Charlie Rock	Kansas City, MO	Brio	OS 1.60 FX

F3A

1. Bill Ahrens	St. Louis, MO	Impulse	YS 1.60 DZ
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The competition in all classes was intense, with several classes having the 1st thru 3rd and sometimes 4th places separated by less than 100 points out of a 4000 total.

I would like to thank Ray Ward for food preparation, Sparky Wessels for assisting Ray, Mike Howard for field preparation, it was perfect. Doug Bennett for supplying the computer and scoring program and to Rachel Wilhite, Sandy Moritz and Velma Ashley for scoring handling the scoring duties to perfection. The above mention persons make my job as the Contest Director a lot easier each year. The club hosted a great event and many, many accolades were received from the entrants. Can't wait to do it all again next year.

Dan Curtis

Photos From The Pattern Contest



From Page 2

And hence, the problem with some ARFs - they come precovered, so all you see is one or two spar joiners sticking out of one wing, and a hole or two in the other. And you're supposed to daub some glue on them and plug them together. So you have no way to know that the joiners are even touching the spars, let alone whether there's glue all along the joint.

Note that even with spar joiners you should still use glass or nylon

tape to join the sheeting together. If there is 3 inches of 1/16" sheeting between the leading edge and the spar, that is the same amount of wood as would be in a 3/8" x 1/2" spar!! That's a lot of extra strength to be gained, just by properly joining the sheeting together!

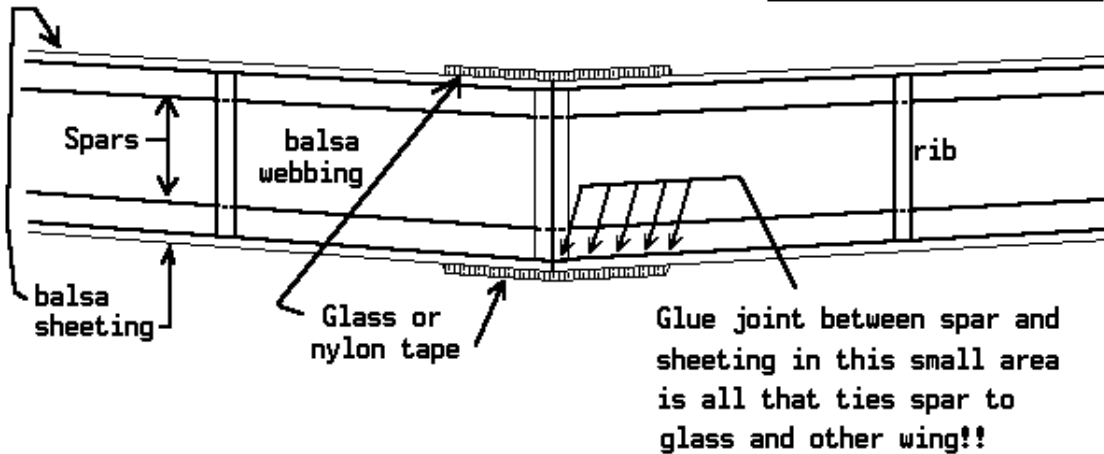
Just a quick point about keeping the wing on the plane. The usual problem is with dowel(s). It/ they must be of sufficient size - 5/16" for one, 1/4" for two on a .40 size plane is usually sufficient. And they must be anchored strongly in the wing, go through a hole in a

strong bulkhead, not have any appreciable slop in that hole, AND have negligible exposure between the wing and the fuselage bulkhead. The idea is that those dowels are very strong as long as they are only exposed to shearing action; but if they have to undergo any appreciable bending stress, they're weakened considerably.

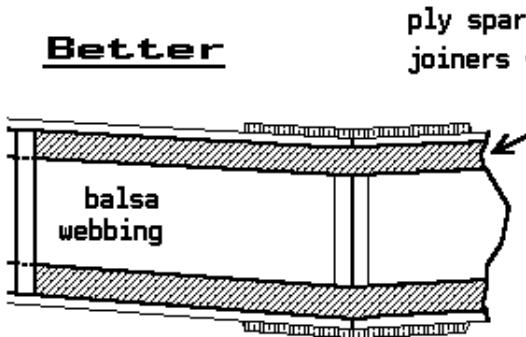
Lets face it - the wing joint and the dowels or other wing fastenings are critical to the life of your plane. This is one place where you don't want to be asking "where's the beef?".

Wing Joints

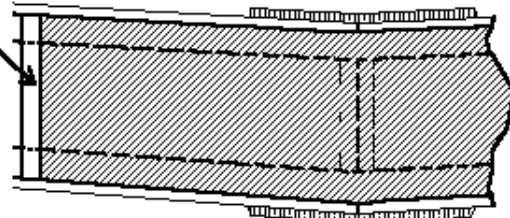
Not so Good



Better



Best?



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