

MID-MISSOURI RADIO CONTROL ASSOCIATION
Affiliated with the Academy of Model Aeronautics

March, 1980

*** FLYPAPER ***

President: Roy Baker
vice-President: Greg Bartling
Editor: John Blakemore

Sec.-Treas.: Ken Larsen
Site: Committee
Publisher: Bud Haar

MINUTES OF THE FEBRUARY 1980 MEETING

The February, 1980 meeting of the Mid-Missouri Radio Control Association was held on February 22 at the Farm and Home Savings and Loan Association's Community Center. The Meeting was called to order by President Roy Baker at 7:48 pm. There were 13 members present and no visitors.

The minutes of the January meeting were approved as written in the February FLYPAPER.

TREASURER'S REPORT

By Ken Larsen

Checking Balance 1/24/80	2490.18
Receipts- Dues	70.00
Disbursements- Bud Haar (postage)	15.00
Ken Larsen (postage)	3.60
Current Checking Balance	541.58
Savings Account Balance	627.76
Current Total Balance on Hand	1169.34

COMMITTEE REPORTS:

Site: None

Safety: President Roy Baker reminded everyone of the new AMA safety rule which we will have on the updated NR CA rules at the March meeting.

Membership: It was requested that Sec. Ken Larsen read the names of previous members that had not yet renewed for 1980 so that when other members saw them, they might remind them about the dues.

Publicity: We have had some radio spots on KFAL radio public service announcements.

OLD BUSINESS

Harold Leeder announced that he had some problems with AMA concerning his over 65 reduced dues. It was voted by the membership that he would remain an honorary member as long as he maintained a non flying status.

We still have no dates for our static show.

NEW BUSINESS

A letter from F. Hughs of AMA District office was discussed about a District Fun Fly. Anyone interested in seeing the letter should contact Ken Larsen.

New club shirts were discussed and Roy said that he would get into them.

Roy suggested that we transfer our savings from Commerce Bank to Farm & Home Savings and Loan Association to show our appreciation for the use of the Community Center.

The 1980 Nat's will be held at Wilmington Ohio on August 10th through the 17th.

The next meeting will be held on March 21 at 7:30 pm at the Farm and Home Savings and Loan Association.

The February meeting was adjourned at 8:30 pm.

PROGRAM

Greg showed some very enjoyable and exciting movies of club members doing their thing at contests and just for fun.

PRESIDENT'S CORNER

By Roy Baker

Attention all members!!! Be sure to attend the meeting this month. We are having our static contest for those of you that have been building this winter. Even if you don't have an airplane for the contest, be sure to attend so that you can vote for the winner and be included in the picture taking. I want to get some pictures of our club members, so please try to come.

Reading the newsletters from other clubs in the area, I see that the big problem everyone is having is trying to keep existing flying sites, or to find new ones after they have lost their old field. Apparently the Spirits club in St. Louis is going to have the problem since they have lost their lease. We seem to be on the verge of getting kicked out of our present Cosmos site due to the pressure for more baseball, football, and soccer fields. We keep hanging on, but they will probably try to move us out before long. We will try to keep posted on all of the Parks and Recreation meetings and keep up the pressure to get a safer site away from the crowds at the Cosmos field.

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One comment on the problems with trying to keep our present site. We realize that the number of people around our flying site keeps increasing, and at times we have had to stop flying due to people playing ball, etc. on the field. We need to stress the safety aspects to F&I, and demonstrate the need to have crowd control, and a clear area to fly. On the other hand, if we try to do this, the people at Farks and recreation are likely to kick us off the present field entirely. We are faced with a situation that no matter what course we take, we are probably going to lose the Cosmo field within a few years. Maybe we can find a field when that happens, but I am sure everyone in the club will have to work hard to find a new site, and to get it ready to use.

New Topic: It seems that the only date for the use of the Piscayne Mall for a mall show is the weekend of June 20-22. Think about it, see if you will be willing to bring a plane and talk about RC for a few hours. If the club is willing, we will try to set up a definite date with the Mall people.

See you at the meeting (all of you!!!) Roy

Special Note

I have received a letter from Horace Cain, our District VI AMA /F, asking if our club would be able to host the state RC Fun Fly contest. The contest would be in July sometime and will require at least eight workers from our club plus some financial backing. Entry fee for the contest is designed to allow the host club to recover their expenses. We will need to discuss this at the March meeting and get a decision to Mr. Cain.

Thanks, Roy

VICE-PRESIDENT'S CORNER Greg Bartling

Membership Profile

This month meet the current NMRCA Secretary/Treasurer Ken Larsen. Ken was born in Milton, Wisconsin where he grew up and attended high school. He moved to Columbia in 1970 where he is employed as a telephone contractor. For the last several years, Ken's work has concentrated in the Jefferson City area where he is in charge of new installations and maintenance of key phones for the State government.

Ken's interest in airplane modeling dates back to when he was a youngster and built small plastic models in his spare time. Later, Ken developed a more general interest in hobbies and after the closing of the old Brooks Hobby Store in Columbia, Ken opened the Prop Shop in the Parkade Plaza. From 1975 to 1979 Ken built the Prop Shop from a small room in the Parkade lower level to a hobby center featuring everything from plastic model kits

to R/C planes, accessories, radios, engines, model rockets, and trains.

In 1977, Ken bought a Falcon 56 from yours truly and began to learn to fly R/C. After the Falcon finally died from a concussion with multiple fractures, he acquired a Sig Kommander from one of the members of the Elton, MO. R/C club (Ken believes this Kommander is one of the older Sig kits which features a unique breakaway firewall). Ken is currently building a new Kommander and has recently purchased a Heli-Baby helicopter and a Sig Comet. In addition to R/C, Ken's hobbies include photography and electronics.

Ken, his wife Marie, son John, 6 and daughter Tanya, 4 months, reside at 1903 Boyd Lane, Columbia.

FOR THE WORKBENCH By Jerry Matches

Just arrived, my first order of Coverite Trim Sheets. It's an iron-on trim which needs a temperature of 300 to 325° F. for sticking. Coverite says heat application makes it goofproof--- me and my thumbs will find out soon. I hope to use the orange Day Glow trim on my Bushwacker. Trim sheets appear to be of the same material as Coverite Permagloss but the sheets are smaller, about 5 x 36 inches. I'll report later on how it applies and sticks.

HOW TO OBTAIN A SPECTACULAR FINISH ON A Balsa MODEL

OR

How to weight down an otherwise perfectly airworthy aircraft

BY

Your Publisher Bud Haar

First of all let's assume your model is a balsa box type fuselage and either a balsa sheeted foam wing or a built-up wing, balsa sheeted, and a balsa stab and fin, either solid or sheeted.

Okay, after everything is sheeted and carved to shape by your favorite means, start sanding with a sanding block. I prefer a block about 6" long and about 2" wide of regular 3/4" wood. Wrap the sandpaper around the block, ending up on one of the edges and insert two or three wood screws through the paper. I know that most everyone says to use a much larger block, but if I use a larger one, I end up tearing up more balsa than I can ever sand. So start out with a medium grit paper, about 120 grit. You can also start out with an electric sander if you prefer and are careful. Use the flat vibrating or orbital kind and use a finer grit paper, like 220. Work on the seams first and sand them down to where they don't feel raised any more. Then sand the whole area until smooth. After that I like to sand by hand with about a quarter sheet of paper folded twice. Use a 220 grit this time. Sand until smooth. Fill in any dents and pin holes with spackling paste. Now sand the whole thing (All Pieces)

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with a 320 grit paper and dust everything with a vacuum cleaner with the round brush attachment. This should be done after each sanding. Now then if you're not tired of sanding yet, I'll leave you in all that balsa dust until next month when I'll continue.

THE ADJUSTO-JIG By Chuck Melvin

I had the chance to try out Ken Larsen's Adjusto-jig in building my Falcon 56, however; I could not use it on the wings because of the center spar configuration. But, with the fuselage jig, I was able to build the fuselage of the plane a lot easier than before. The advantages are that you can build a normal wing very straight and almost fully assembled due to the pivot capability of the jig. The only disadvantage I found was that the assembly instructions were a little vague. My overall impression, however, is that the jig is very good; and with practice, the jig can be a very useful tool.

PRODUCT REPORT M.E.N. Trainer 20

Greg Bartling

The model Engineering of Norwalk 20 size trainer is said to be designed for the absolute beginner in \sqrt{C} flying. It features an undercambered wing with ample dihedral for slow, stable flight using a .15 to .25 size engine. The wing span is 58" with a fuselage length of 43".

I recently assembled one of these kits for the purpose of using it for winter flying (hand launch over snow) and as a conveniently transportable model to take along on vacation. The wing construction is all balsa except for the spars which are made of spruce, and the center section doublers which are cut from 1/8 plywood. The wing is designed for fast assembly. After gluing the ribs to the spars and adding the leading and trailing edges, the wing panels join at the center using the M.E.N. technique called "Tri-Square-Loc." This amounts to joining the panels at the center and inserting precisely cut plywood doublers which "snap" into place providing for alignment and proper dihedral. The wing at this point is locked into configuration and can be hand held while gluing the joints. Solid balsa wing tips are then glued to the outside ribs. With the aid of Hot Stuff and 5-min. epoxy, the wing can be assembled in one evening. I used Kwik-Cote for covering the wing and it was during this step that I introduced the modification of adding 1/4 x 1/32 rib caps to the undercambered or bottom edge of the ribs. In this way a large surface area is available for attaching the covering to the ribs thereby giving a stronger bond and preventing the covering from separating from the ribs during the heat shrinking process.

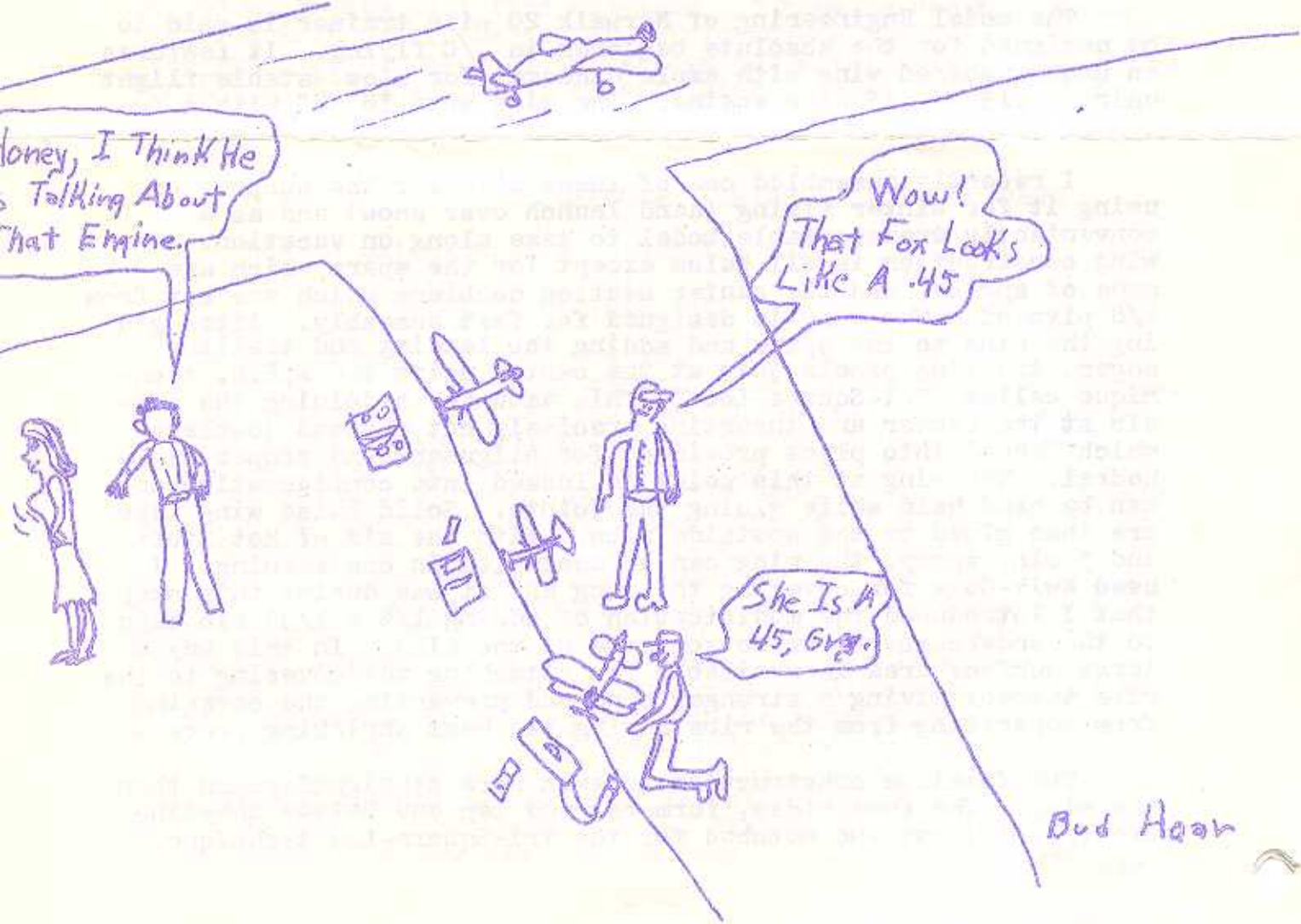
The fuselage construction is even more straightforward than the wing. The fuse sides, formers, and top and bottom sheeting are 1/8 ply, cut and notched for the Tri-Square-Loc technique.

The fuse is assembled in one operation using rubber bands and an alignment crutch located aft of the wing saddle. I assembled the entire unit while sitting in a chair watching TV. A drop of Hot Stuff at the joints followed by 5-min. epoxy reinforcement allows one to complete the fuse construction in one evening. The fin and stab are "built-up" and feature spruce leading and trailing edges. These assemblies can be completed in 30 min. using Hot Stuff and epoxy.

The stab and fin were covered with Kwik-Cote (a handy covering guide is included with the plans). Since I was interested in building this model for hand launching, I omitted both the main gear and tail wheel assemblies, however, pre-formed wire gear are included in the kit.

My model is powered by a Fox .25 engine using a 4oz. Sullivan (SS-4) tank (which fits nicely in the tank compartment). There is more than ample room in the cabin area for radio installation. The ready-to-fly weight was 3 lbs. 11oz.

I think this model is an excellent choice for a beginner and a delightful change of pace for the more seasoned flyer.



Bud Hoar

CLUB MEETING: March 21, 7:30 pm, in the Community Center under Farm & Home Savings.

Program: First Annual MMCA Static contest.

FUTURE PROGRAMS: Greg Bartling

- April: Sport and Precision Scale Contest-Lincoln Nats. 1979
Slide show and accompanying tape recording (J. Thorpe)
- May: Oshkosh Air Show, slide presentation (Willis Harnsen)
- June: Film (title to be announced)
- July: Friday night club fun-fly (5:00 to 7:00) with meeting held at MMCA field.
- Aug.: Film (title to be announced)

LAST MINUTE ADDITION

- FOR SALE: By Pedro Beltranena
- Bridi T 60
 - K*B 61
 - Hobby Lobby 6 radio
 - Sullivan Deluxe Starter
 - Starter Battery
 - ThunderTiger Power Panel
 - Electric Fuel Pump (Hobby Shack)
 - and about a gallon of fuel

Call 874-2010 for package price or separate prices.

See you at the meeting

Todd
Todd