Model-Builders Workshop

Serving Model Aviation Enthusiasts in the Wiregrass

Volume 11, Issue 1 **January 2009**

WGRC CONTACTS

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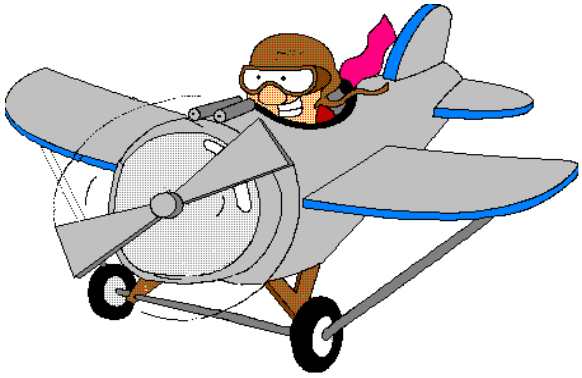
Please contact one of these people to conduct business with the WGRC
WGRC Flies Weekends at Hunt Air Field on Dale Co 18, S of Highway 231 S of Ozark



WGRC SPONSOR

MORGAN (COOL POWER) FUELS - ENTERPRISE

BIG BIRD IS STILL IN PROGRESS

Check out the progress on my 12 ft. J-3 Cub on the WGRC web site at www.wiregrassrc.org

WGRC FLY-IN

November 1, 2008

We had a great flying day. We had 30 registered flyers. All in all it was a great success. We got plenty of help from the members for set up and take down. Great prizes were awarded, Al Bourland won the Futaba Radio.

WGRC WEB SITE

www.wiregrassrc.org

Soldering: It's All About Heat and Clean

by Tom Ball AMA NL edited by Jim Kale

For solder, use a **resin core 60/40**. The last numbers refer to the proportions of lead in the mixture to tin. **DO NOT USE LEAD FREE PLUMBERS SOLDER.** Solder flows and sticks much better if the area to be soldered is coated with a flux. The flux to use is normally called **SOLDER PASTE**. **Do not use ACID CORE SOLDER or acid fluxes**, especially on electrical parts. This will ultimately cause failure by corroding the parts you soldered. Solder paste looks a lot like grease and has an extremely long shelf life and a little goes a long ways, do not overuse. A small container may well last you for the duration.

The soldering tool to use may be either the gun, or iron. It must produce enough heat to heat the parts you are soldering to about 600 to 800 deg F. Trying to use a tool that is too small will not get the parts to be soldered hot enough. A tool that is too large might damage the parts to be soldered by getting them too hot. For small electrical jobs, a small 50 watt iron is fine. For larger jobs, such as 5/32 landing gear music wire, a 200 watt iron or gun is ideal.

Many of the tools to use, like needle-nose pliers and small files, are just normal bench tools. A more specialized tool that is great is called a **"third hand**." It consists of a heavy base supporting frame with two opposing alligator clips, which can be twisted and moved to almost any position. By gripping the two parts to be soldered and holding them firmly together through the entire process, it helps eliminate burnt fingers and failed joints because of movement before the solder has completely cooled

COMING EVENTS

MEMBERSHIP
DINNER MEETING
and
EXECUTIVE COMMITTEE MEETING
Jan 12, 2009
Dining at 6 p.m.
Meeting at 7 p.m.
Ryan's Restaurant
Enterprise, AL

PERRY GA SWAP SHOP
Mar 6 & 7

Presidents Message

*by **Stan Grett***

ANNUAL GENERAL MEMBERSHIP MEETING: Will be held at Ryan's Steak House in Enterprise on Monday, January 12, 2009 beginning at 6 p.m. The meeting will begin around 7 p.m. WGRC members in good standing (2009 dues paid up) will get a free buffet meal for themselves and one guest. This is the time to come out for some WGRC Camaraderie and renew for 2009. The WGRC Event Calendar will be discussed for the 2009 flying season. Four gallons of fuel will be given out as door prizes. Brian will be there taking membership renewals. **CAUTION: WATCH WHAT BRIAN DOES WITH YOUR DOOR PRIZE TICKET STUB. HE SHOULD GIVE YOU YOUR HALF AND PUT YOUR STUB IN THE DRAWING BOX, AND NOT GIVE IT TO THE NEXT GUEST**.

HAPPT HOLIDAYS: Gail and I pray you had a blessed Thanksgiving and Christmas with family. We are wishing you a great 2009 with every flight a safe successful one.

ANNUALNOVEMBER FLY-IN: The date was 1 Nov. at Hunt Stage Field. KC was the CD and the attendance was very good with 30 flyers. We took in more money in landing fees and raffle ticket sales than we spent. We had some of the best flying weather that anyone could hope for.

WGRC SHIRTS: Stan is taking orders. Small thru XL are 20 bucks each; XXL are slightly higher. Stan's contact info is on the front page

WGRC FUEL AVAILABILITY: We currently have 15 percent COOL POWER for 16 dollars per gallon and 20 percent KOOL POWER for 22 dollars per gallon, and 30 percent for 26 dollars per gallon. (Subject to change if our price changes.) If you want other fuels, we can get it for you by the case. We cannot buy individual gallons from Morgan. Call: KC (447-6272 or Stan Grett (393-1674).

PERRY GEORGIA SWAP SHOP: Currently we have 20 tables booked (10 back to back with the other 10 – our usual arrangement) in the McGill building. All tables are spoken for. We plan to go over on Friday morning. The gates open to the public at 1 p.m. on Friday March 6 and again at 8 a.m. on Saturday. This is a great show. You can buy most any model supplies there. I will publish the buying tips again in the NL before the event.

NOVEMBER WGRC EXECUTIVE COMMITTEE MEETING MINUTES

Executive Committee President, Stan Grett called the meeting to order at 7.p.m. November 10, 2008 at Larry's BBQ in Daleville, AL. Stan Grett, Brian Arsenault, Jim Kale, KC and Hanna, Athol Foster, Charlie Dicey, Gene and Mrs. Mace and Al Bourland were in attendance.

The treasurer's report was read and approved.

Minutes of the September meeting were read and approved.

Old Business:

Brian Arsenault and KC reported on the ANNUAL NOVEMBER FLY-IN. Great weather, good turnout with 30 registered flyers. Stan and KC did a bang up job getting some great prizes.

Jim Kale reported that 20 tables were obtained and all are spoken for at the Perry GA. Swap Shop.

New Business:

Stan asked about the amount of fuel for door prizes for the annual dinner meeting and 4 gallons was decided on.

Athol Foster mentioned that the WGRC NL and other WGRC information and photos were on the WGRC web site at **www.wiregrassrc.org**

Meeting was adjourned at 7:20 p.m. In redneck language WE HAS US A SHORT MEETIN.

FULL SIZE STUFF

This radio exchange between aircraft 345 and New York Center was overheard on the Center frequency recently.

Aircraft 345: "We carry the Texas Aggies men's basketball team."
Center: "Ah, roger. I was just wondering about your call sign???"
Aircraft 345: ""We don't like it any better than anyone else."
Center (laughing) :"Do your players wear pink uniforms?"
Aircraft 345: "Don't go there, Center."
Center (with a very serious tone) :"Roger." *"**Twinkles Three Forty Five**, fly heading 230, descend and maintain 4,000."*

FOR SALE

New 28.5 CC Ryobi Gas Engine with B&B muffler and prop extension also includes firewall mount. $125 Jim Kale
New in Box Sig Piper Cub J-3 72 inch wing span kit $65 Jim Kale
4 Star 60 Sig Kit, (72 in. wing). **Thunder Tiger Pro 61** 2 cycle eng, **HD Flt Pack less Receiver $300.00**
(**NOT FOR SALE** is the name of the airplane) Ready to fly (scratch built, 68 in. wing) **Super Tiger 72** 2 cycle eng,
Airtronics 6 ch radio set with HD flight pack $300.00.
Engines: (in excellent condition)
Super Tiger 90 2 cycle **$95.00**,
OS 70 4 cycle **$150.00**,
Super Tiger 90 2 cycle **$95.00**,
OS 61 FSR 2 cycle **$135.00**,
OS 60 FSR 2 cycle**135.00**. Stan Grett 393-1674

Tips & Tricks

From the AMA INSIDER Mar 2008

Soldering: (continued from page 1): You must use some sort of way to keep the tip of the iron or gun very clean. One good technique is to use a small wet sponge in a metal jar lid. It works better if you cut a small hole in the center and use distilled water to keep it dripping wet. You can just wipe off the tip of the gun/iron to keep it looking shiny. “A small bronze brush also works well, but when you brush the tip off, the oxidized solder residue goes every which way, making a mess, and can burn you if you get it on your skin.

For a perfect solder joint, both surfaces must be clean enough and hot enough that the solder will melt and flow evenly on both items. Any dirt, rust, corrosion, or other foreign matter on either surface will prevent the solder from sticking to the dirty area and will cause a weak or imperfect joint. This is less of a problem when dealing with new components and fresh wire than when doing repairs or reusing old components. Sandpaper, files, a Dremel tool, and the wire brush I mentioned earlier can all be used to get a bright and shiny surface. When doing repairs, I cut back enough fresh copper wire if the wire is long enough to allow it to be cut off after it is soldered. If the wire is not shiny and clean you are in for disappointment. If you are soldering music wire, it must be sanded enough to make it shiny. Wet or dry sand paper is much better for sanding metal than the wood type sand paper.

After sanding, one way to guarantee that you are dealing with two clean surfaces is to apply a light coating of paste and solder to each surface before you make the actual joint. This is sometimes called tinning and will show up any places that are not willing to take solder. Some alloy and plated metals will not accept solder sticking to them. Stainless steel and a few other metals are not solderable with tin/lead solder. Steel, Iron, Brass, Copper, Silver, lead, tin, and Gold are ideal metals to solder if they are cleaned and prepared properly.

Once both surfaces are tinned, they must be held together in some immovable way through the entire process, from the application of heat to the final cooling when the solder itself turns from bright to slightly less bright. If you are going to do this without some type of jig, be sure to use pliers. There is no way you can hold something with your fingers close enough to the joint to be effective without burning yourself. For larger jobs, I use everything from small vises to C clamps. For soldering landing gear music wire, the joint can be made much stronger by wrapping the two wires together with bright shiny copper wire and then applying some solder paste.

The actual soldering is generally over within seconds. The trick is to position the iron so that both surfaces are heated to the point where solder melts and flows. For small jobs such as soldering wires onto plugs or terminals, you can generally get enough solder on the tip of the iron before applying it to the area. If more solder is needed, for example when building a heavy-duty landing gear, push the end of the solder right into the heated area but don’t overdo it. Excessive solder buildup does not make for a stronger joint. Also, keeping an iron in an area until wire insulation and other components are melted does not make for a better job.

One last point to watch out for is the so-called **cold joint**. A true bond will be made only when both surfaces become hot enough to solder. Be sure that the tip of the iron comes in contact with both surfaces long enough for this to occur. Cold joints will often look very rough and not smooth, they may even hold for while, but they have a nasty habit of failing in flight!!