

Model-Builders Workshop

Serving Model Aviation Enthusiasts in the Wiregrass
Volume 11, Issue 6 Nov 2009

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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

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Fall Fun-Fly

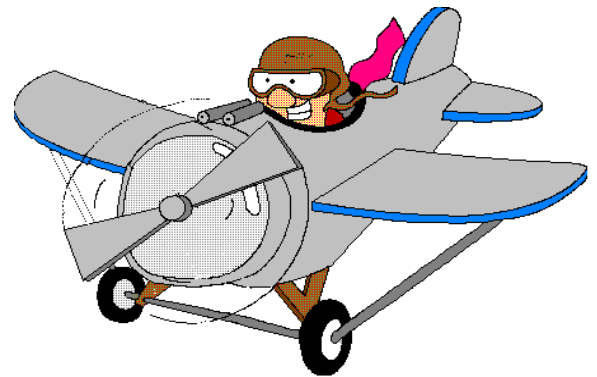
It all happened October 3. The weather was almost perfect and we all had great time. Only a couple of minor incidents happened. Bob Frey broke the landing gear out from the bottom of his small electric plane, but a bottle of hot stuff fixed it in short order. Mike Coopriider won first, Andy Snow second, and Gene Mace Bob Frey tied for third. Phil did a great job as CD and arranging the prizes. Hodges Hobbies sold us the prizes at some great prizes. Please give him your modeling business. He is a good sponsor.

WGRC ELECTION OF EXECUTIVE COUNCIL MEMBERS It's over again

The ballots were submitted at the September Meeting. The EC allowed 2 weeks to make sure any mail-in ballots would be able to be counted. Mike Coopriider won Vice President in a land side 10 to 2.

WRGC FLY-IN November 7, 2009

This is the WGRC big event. Brian Arsenault is the CD. Lots and lots of prizes to be had including 2 radios. All WGRC members are asked to be there early (Set-Up begins at 7 a.m.) Mike Coopriider will coordinate the food. We can all hope for good weather and a big turnout. Please come out and help and have fun.



WGRC WEB SITE

www.wiregrassrc.org

COMING EVENTS

**WGRC EXECUTIVE
COMMITTEE MEETING**
Larry's BBQ - Daleville
November 2, 2009
Dining at 6 p.m.
Meeting at 7 p.m.
Members Welcome

WRGC FLY-IN
November 7, 2009

Secretary's Message

by *Jim Kale*

WGRC EXECUTIVE COMMITTEE MEETING: The next meeting will be on November 2, at Larry's BBQ on US 84 in Daleville, at 7 p.m. We normally come early and eat prior to the meeting. Members welcome to attend.

STAN GRETT HAS RESIGNED AS WGRC PRESIDENT: Stan resigned effective 18 October as WGRC President for personal reasons. For those of you who do not know, there was a mix-up on the fuel given away at the October Fun-Fly. There were some hard feelings on the subject by some of the members. Stan told me he had caused the mix up and he had apologized to those who had received the fuel, but that was not good enough for some and he felt that it would be better to resign than put the WGRC club thru a lot of turmoil with hard feelings. I have personally heard several renditions of the story from several members. I do not know for sure which stories may or may not be accurate. As far as I know the fuel problem has been corrected by getting those involved a new jug of fuel. I would advise all WGRC members to forget all about it since there is nothing more that can be done concerning the matter. Also any stories you hear should be viewed as one person's view or opinion. The sooner we put this behind us the better for us all. So far as I know, Stan will remain a member of the WGRC and be totally welcome at any club flying session or event.

This does however bring up a question. The WGRC bylaws state that if the Presidents office becomes vacant, the Vice President (currently Mike Hipwell, will fill the position). However Mike Hipwell will be Vice President only till the January Annual Membership Meeting when Mike Coopridr will be installed as the VP. This brings up the question of still needing a President. I would like for all members to think about this and we will try to decide at the November 2, meeting what to do about this situation. If you wish to make a recommendation or nomination, come to the meeting or let our EC Member at Large (Al Bourland) know what your opinion is so he can represent you at the meeting.

Another Problem: I have been approached by 3 members who would like to know why the EC makes all of the decisions at the meetings and we sometimes do not have a membership vote on questions under consideration. **SOME HISTORY:** About 6 years ago we were having difficulty getting members to attend monthly WGRC meetings, and at many meetings only one or two members attended in addition to the club officers. I submitted a proposal that we change our bylaws to only have meetings every two months and have the EC make club decisions, since members seldom attended in numbers great enough to vote on business. This was approved by the club at that time. Now we normally have at least 4 members attend the meetings and sometimes as many as a dozen. We will discuss this topic at the November 2, meeting and we may change the procedures. I request members think about this. Remember though if membership attendance drops off again. We will be back to the same problem we were years ago.

REMEMBER TO SUPPORT OUR SPONSOR: HODGES HOBBIES. We owe him our modeling supplies support. He will take your order over the phone (866) 924-0505 or the net and you will get it much sooner than if you order thru other sources. The prices are always competitive, be sure to let them know you are a WGRC member so they will know we support them.

SEP WGRC EXECUTIVE COMMITTEE MEETING MINUTES

Executive Committee President, Stan Grett called the meeting to order at 7.p.m. September 21, 2008 at Larry's BBQ in Daleville, AL. Stan Grett, Brian Arsenault, Jim Kale, Phil Spiegeland, Pete and Charles Veneziano, Athol and Julia Foster, AJ Peryegne, KC, and Mel Yanda were in attendance.

The treasurers report was read and approved.

Minutes of the March meeting were read and approved.

Old Business:

Jim Kale reported on table reservations for the Perry, Ga. Scheduled for March 6 and 7, 2009. Right now it looks like we will book 13 tables which are spoken for. The table order will go in on 1 Oct. I have received word from Norm Deputy at Perry that only modeling related items will be allowed on tables this year.

Brian Arsenault reported on preparations for the Nov FLY-IN. A porta potty was discussed and Mike Coopridr will coordinate the food. Phil will be handling transmitter impound. In accordance with the WGRC flying event rules, Brian Arsenault will decide how to award the prizes. Our WGRC Sponsor HODGES HOBBIES has given us special pricing on two radios for prizes. Stan will check to see if we can get priority for Hunt field for that weekend. AMA did not receive the sanction request so Brian has resent it thru District 5. Phil will get some transmitter tables and Stan will get orange cones. KC will be in charge of the Safety Briefing. No plaques will be awarded this year.

The election ballots were received. We will allow 2 more weeks prior to announcing the winner for mail in ballots to be counted. The only office contested is Vice President with incumbent Mike Hipwell running against challenger Mike Coopridr. All WGRC members are requested to arrive at 7 a.m. to help set up for the event.

New Business:

KC requested that we work out some flying guidelines so that when a turbine power airplane is in the air that other airplanes will be on the ground due to the high speed characteristics of the turbine and the increased possibilities of an airborne collision. He will submit a proposal and Jim will work on the guidelines.

The September Fun-Fly has been rescheduled to 3 Oct. due to Army use of Hunt field with 4 Oct as a rain date.

Stan reminded members of the next EC meeting on Nov 2, just prior to the Fly-In.

Jim reminded everyone of the Enterprise Aviation Exposition at the Enterprise airport on Sep 26.

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 7:50 p.m.

PHIL'S PHOLIES

What WGRC members won't do to get their name and shenanigans in print in this column. We had our Fall Fun-Fly on October 3 and all went pretty well. Bob Frey tried to emulate Phil by landing his small electric plane a little hard and breaking the landing gear off. The plane just skidded to a stop on the runway. Sorry Bob, but when you want to show up Phil in this department, you are going to have to get up pretty early in the morning and do a lot better than this feeble attempt. Now new member, Andy Snow has the right idea. He flew a small airplane in the Fun-Fly and actually won second place. However, after the Fun-Fly, he got out his 42 lb. Ultimate Biplane with the two cylinder DA 150 engine and was burning up the sky. On one turn, the plastic covering material, Ultra Kote, I believe, ripped away from the top of the lower right wing. This gave the big bird some definite dissymmetry of lift and drag. After some bending of the transmitter sticks lots of pure will power, Andy was finally able to somehow make the turn and get the bird down in one piece. However, in that slow turn, the big bird was aimed at the parking area, specifically the rear of Phil's trailer where he, Stan, Charlie and Pete Veneziano were watching the show. When they saw that plane heading their way looking like it was the end of the line, they burned up some shoe leather diving in all directions trying to take cover. All was well that ended well, but I hear tell a couple of comments were made about how **"I didn't know I could move that fast"**

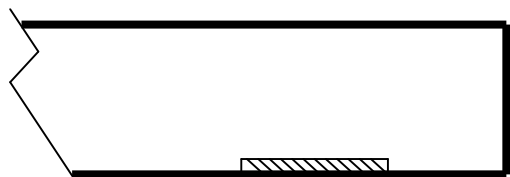
A FIX FOR WEAK LANDING GEAR MOUNTS

Most ARFs and many Kits have landing gear block mounts similar to the Left drawing below. The Landing gear block mount is glued into the Fuselage bottom and the gear is bolted to the block. The problem with this arrangement is that all the stress of hard landings is concentrated into a relative small area in the bottom of the balsa fuselage. Sooner or later, the stress of landings (hard or smooth) eventually weakens and tears out the landing gear block.

The Right drawing shows how to beef this area up by adding some plywood doublers to the inside of the fuselage sides where the block is glued in. The larger dashed line area should be 1/16 aircraft plywood (not lite-ply) for up to 120 size airplanes; 1/8 aircraft plywood for larger models. It is epoxied to the side of the fuse and the landing gear block. The smaller dashed lines represent 1/8 aircraft plywood for up to 120 size airplanes and 1/4 aircraft plywood for larger models. It is epoxied to the side of the thinner plywood and the landing gear block. This allows some very small amount of flexing by the thinner plywood doubler and progressive more rigidity toward the landing gear mounting block. This distributes all of the landing stresses being applied to the landing gear to a large area of the fuselage sides. Unless you really clobber the plane into the ground with enough force to break the gear itself, the fuselage will handle the stresses and live a nice long life. Use liberal amounts of epoxy glue to glue the doublers in.

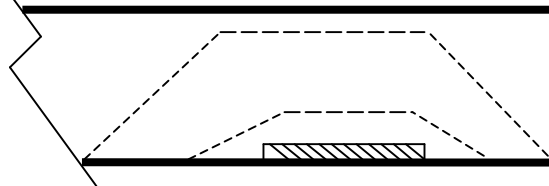
Install these doublers when you are assembling the new airplane. It is much easier to do when the fuse is fully intact. Also it is much easier to adapt servo mounts etc, when you are assembling the plane. If you wait till the gear mounting block has been ripped out, you will have much more work to do to clean up the ripped apart area and then redo the radio installation, etc. If you don't believe me, just ask Phil who had to do a major repair to fix his Ultra Stick.

Balsa Fuselage Side View



Firewall

Hard wood/Ply wood Landing Gear Mounting Block



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