



the official newsletter of the

## Radio Control Club of Rochester

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November  
1998



AMA Charter 465

DEDICATED TO RESPONSIBLE R/C FUN  
SAFETY BY CHOICE NOT BY CHANCE

The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

All Visitors are always welcome at the field and at regular meetings  
RCCR meetings are held every second and fourth Wednesday of the month

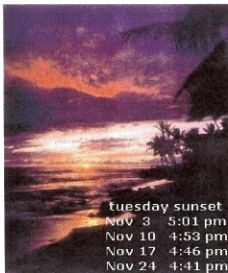
The Tuesday evening (4:30 pm til sunset) training has ended for this 1998 season.  
Student pilots should make arrangements with their instructor for training flights.

FOR THE LATEST INFO, CHECK THE

RCCR HOTLINE: FIX-RCCR 349-7227

- Nov 11 RCCR Meeting Wednesday 7:30 pm at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.
- Nov 21 WNYFFS Annual Meeting 2 PM Lake Shore Country Club (Rochester) contact Robert Clemens
- Nov 25 RCCR AUCTION Wednesday 7:30 pm at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.  
ALL AREA MODELERS, PILOTS, STUDENT PILOTS, NEWCOMERS, ARE INVITED TO THE rccr AUCTION
- Nov 28 RAMS Annual Auction at the Church of the Holy Spirit corner of Hatch & Plank Roads
- Dec 9 RCCR Meeting Wednesday 7:30 pm at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.
- Jan 1 RCCR Frost Bite Fun & Chili Contest 9 am at Bolling Field
- Feb 13 RCCR Mid-Winter Party and Roast at Waver's Party House.
- May 22 Saturday, Empire State Indoor Championships, WNYFFS, at the Buffalo Bills fieldhouse near Orchard park, NY.

NOVEMBER MEETINGS  
Wednesday, November 11  
Wednesday, November 25  
7:30 p.m. at the Salem church  
60 Bittner St., just east of the  
Inner Loop exit at St. Paul Street



tuesday sunset  
Nov 3 5:01 pm  
Nov 10 4:53 pm  
Nov 17 4:46 pm  
Nov 24 4:41 pm



Trevor Ewell

# Notes from the Prez

As almost everyone knows by now, the Northampton field has been closed by the Monroe County Parks Department. This is not due to weather, but is rather the temporary decision of the Parks Department, after they reviewed a complaint from a full-scale pilot. The pilot claimed that a model airplane flew within 200 feet of the full-scale plane as the model descended rapidly. This occurred in August 1998.

The Parks Department has scheduled a meeting on Thursday, November 5, to discuss this situation. Greg Kesel, George Hartman, and I will attend from the RCCR. Also invited are the RAFC, the FAA, Ledge Dale airport owner and operators, and the full-scale pilot whom we believe lodged the complaint through the NASA Aviation Safety Reporting System. We hope to be able to show the Parks Department that we do and will fly in a safe manner (below 400 feet) so as to provide a very safe flight area for both full-scale and model aircraft. Check in with our voice mail (349-7227) or web site (<http://www.frontiernet.net/~airflow>) for the results of the meeting with the Parks Department.

I would like to thank all those who helped remove the shrub roots on the Southwest end of the Northampton runway on Saturday, October 17. It was hard work for a couple of hours, but that side of the runway can now be mowed to keep the shrubs from growing back. And Jack Butler removed the remains of an old collapsed metal shack, from about 20 years ago, which lay in a pile near the Porta-Potty. He may even be able to get scrap metal value for it for the club.

More than 30 people enjoyed the picnic at Knollwood Lodge on Sunday, October 11. Thanks to Joe Somers for the fire and pop, and a special thanks to the spouses who brought the soup, chips & dips, deserts, and other food too good to pass up. Many people flew after the picnic lunch on a beautiful fall day.

John Floyd has the old Massey Ferguson mower up and running at Bolling Field. Jack Bartlett's welding job on the mower deck is working well - thanks to John and Jack.

George Hartman and John Floyd have taken down the two tents and stored them in the sheds for winter. Bolling is in great shape, thanks to the fertilizer application that George arranged for this field. So come on out to Bolling and fly - the company's great!

Trev

## RCCR MEETING MINUTES : 9/23/98 At Salem Church

Officers Present: Trevor Ewell, Phil Slater, Jerry Joseph, and Greg Pszyk  
First Time Visitors: Bill Stevenson, Chris Hutchinson, Justin and Sandy Sikes (?)  
Second time Visitors: Rob Cohen  
Membership Update: 128  
Treasurers Report: On Hold

Old Business: The merger between the RCCR and RAFC has been canceled. Both Clubs will resume operations as before.

New Business: Don Ogren sprayed to remove the bees at Northampton. George Steger has continued to make many repairs including cutting the brush near the runway at Northampton. Saturday, October 17 is scheduled to finish field work at Northampton.  
Combat Meet at Bolling field Saturday, September 26.

Show & Tell: George Steger located replacement batteries for hand-held tachometers. See George for details. Don Ogren visited the AMA headquarters in Muncie, viewed the Museum, and attended the Inductees Hall of Fame Dinner. Don also donated a certificate for display that he received for control line stunt flying years ago. Todd Sheeran told the Club of the KRC Fun Fly he attended in Pa. This meet consisted of electric powered models with all the latest technology and high performance equipment.

## RCCR MEETING MINUTES : 10/14/98 At Salem Church

Officers Present: Trevor Ewell, Phil Slater, Pete Durante, and Greg Pszyk  
First Time Visitors: John Ho  
Second time Visitors: None  
Membership Update: 128  
Treasurers Report: Read and accepted

Old Business: Trevor thanks all the people who helped with maintenance at both flying fields. The model airplane demonstration for the Cub Scouts at the Fall Road School went very well. While avoiding full scale aircraft at Northampton, try to make a note of the (N) ID numbers so we can inform the pilots of the model flying field's location. October 17, 10:00 A.M., is scheduled for the final field maintenance work day.

New Business: Next years picnic schedules at Northampton have been reduced to two dates, June 6, at Knollwood and October 9, at the Ski Lodge. A request will be made to continue portable rest room service until November 1. Several auctions are listed per the flyers. The RCCR auction is scheduled for November 25 at Salem Church. February 13 is the Roast Dinner at Waver's. Stan Teachman will store the P.A. system and scanner for the winter. Joe Summers has the key that Dave Hoffman had.

Show & Tell: Stan Teachman brought in an aviation book by Lou Elscher. Stan received an autographed copy for helping with information in the book. Paul Weigand brought in literature on miniature electric helicopters and a large scale gasoline Brisson engine with more displacement and less weight than comparable engines.

RCCR ONLINE RCCR <http://www.frontiernet.net/~airflow>

AMA District II <http://www.amadistrictii.org>

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# 1998 ASDA Northeastern Regional Championship

September 26, 1998 Rochester, NY

World War II Scale Combat Contest

The day started out damp, very damp. I think the weather kept some people away. We had 15 contestants registered - seven from the RAMS and eight from the RCCR. It appears our two clubs have found something we can do together, - flight - dogfight that is. We fought three sorties, in groups of five, in the first two rounds. The third round had 2 sorties in groups of six. The final round was flown by the top six scoring pilots.



MISSION BRIEFING

The first round saw only one cut, by Rodney Boatman. We were all feeling each other out, and getting our combat heads on. Carrier landings were scored by Bob McMillan, Bill Stauber, Mike Daly, and Dave Otney.



CHECK IT OUT



ON THE LAUNCH PAD



PUT IT UP

In the second round, pilots got down to business. Ribbon cuts were scored by Rodney Boatman, Jim Warner, Cory McGuiness, and Bob McMillan. This round had the one and only midair of the day. It involved Cory McGuiness and Jim Warner. Cory's Mustang was unhurt; however, Jim's Kawasaki-Frank had five inches of the left wing and the whole aileron removed, one minute before the end of the round.

The third round dropped to only two sorties as some of the original pilots were without planes to fly. There were three cuts made, one each by Ron Monroe, Bob McMillan, and George Hartman. Carrier landings abounded, and were scored by Ron Monroe, George Hartman, Don Steeb, Cory McGuiness, and Bill Stauber.

The final round had one ribbon cut (kill) scored by Ron Monroe. One carrier landing was scored in the final round by Joe Somers.



CONFIRMED



	NAME	SCORE	CUTS	CARRIER LANDINGS	PLANE
First	Ron Monroe, RAMS	760	2	1	Mustang
Second	Bob McMillan, RAMS	720	2	2	Corsair
Third	George Hartman, RCCR	576	1	2	Mustang
Fourth	Joe Somers, RCCR	510	-	1	Zero
Fifth	Don Steeb, RCCR	492	-	1	Frank
Sixth	Cory McGuiness	480	1	1	Mustang

WarZone Models again provided a combat kit for first prize. Thanks Larry! The registration money was divided among the first through fifth place, and each also received an award certificate. The certificates made by Heiman Douglas look great, and will hang nicely.

On behalf of the competitors and the spectators, I would like to thank everyone that helped to make this meet a success. Please see George Hartman or myself to sign your club card for work credits. I know that many of you have not done this yet. You earned it, so see one of us and get it marked down. Many people helped, but I have to mention a few things. The field looked great, thanks to the field crew. Bob McClure set up the flag, so everyone knew they were at an American air field. Phil Slater came off a 12 hour shift and brought the hats, buns, donuts, etc. Phil's wife, Jeanette Slater, got up very early to preheat the coffee water for us on her kitchen stove. Phil dropped off all the goodies and left them in the able hands of Al Sertl, who cooked for us. Phil went home and drifted off to sleep, while we enjoyed the good fight. Jim Wagner and all the people who kept score for us - Bravo! Fran Boatman, for helping Jim Wagner and myself to keep track of all the details, thank you!

Combat record certificates for the season, and ACE awards are being made, and will be presented later. Looking to next year, George and I will be meeting with some of the Webster NY folks and possibly some of the folks in Lockport, too. We are doing to try and setup contests in each area, and not do four of them at our field next year. We would like to get a contest circuit going, and perhaps add another club or two as interest grows in scale combat. Thanks - Let's fight sometime, Jim Warner, CD



Jim Warner, Contest Director of the Radio Control Club of Rochester, congratulates the 1998 Northeastern Champion, Ron Monroe, member of the Rochester AeroModeling Society

## American Scale Dogfighters Association

The purpose of the American Scale Dogfighters Association organization, and its web site, is to bring together model aviation enthusiasts who have a particular interest in scale WWII combat, as proposed by the Academy of Model Aeronautics 704 combat event, and to bring the event to official status. It currently holds provisional status. The primary objective of the ASDA is to have fun, in a safe but exciting manner, and to provide recommendations for competition to the AMA that are fair, economical and practical.

As a member, you will be entitled to: receive an association newsletter  
 have voice in how the organization is run. vote on every rule change proposal  
 nominate and elect officers. obtain special member privileges at events  
 vote on changes to the ASDA by-laws. be given access to the members section of the web site

As a member, you can participate in upcoming events, association activities, elections, rules change proposals and much more! We're dedicated to providing you the best a Special Interest Group can provide!



NIRMALENDU MAJUMDAR

#### Craftsman

Vet Thomas of Parma works on a 'replica' of a 1928 Taylor Chummy airplane. The craft was originally built in Rochester, but the plans have long been lost - making the task of Thomas and his pals much tougher.

## Building a flight of fancy

trying to re-create a 1928 aircraft that was a Rochester original

Edited by *Airflow* From article By Greg Livadas Democrat and Chronicle (Oct. 29, 1998)

They don't have blueprints to build their airplane, they've never seen one and it will never fly. Only seven Taylor Chummy airplanes were built. None exist today, and all plans to construct them were lost in a fire. For more than four years, a group of dedicated volunteers have gathered weekly in an aviator's clubhouse to build a replica of a plane formerly manufactured in Rochester.

"We keep wondering how do you get up in this thing?" said Art Thieme, as he looked up to what will be the cockpit of the Taylor Chummy. "That's one of the mysteries about this. "Thieme, of Greece, is the project coordinator for the Chummy replica. The local chapter of the Experimental Aircraft Association took Ledgedale Airport in Sweden as a way to teach members welding and aircraft fitting their Chummy will hang at the Greater Rochester International Airport.



NIRMALENDU MAJUMDAR

#### A work in progress

Group members work on the 1928 Chummy replica. The Geriatric Pilots Association, which is helping the effort, hopes the replica will hang at the Greater Rochester Airport.

on the task of building the plane at construction. Once completed, they hope their Chummy will hang at the Greater Rochester International Airport.

Building a plane from scratch also gives them an idea of how airplane construction was done a couple of decades after the Wright Brothers flew. It was in 1928 when C. Gilbert Taylor, a native of Rochester, finished his first Chummy plane in a plant at Allen and Fitzhugh streets, close to where Frontier Field is today. A year later, Taylor moved to Bradford, Pa., to team up with Will Piper and the lure of \$50,000 for a new factory. Together, Taylor and Piper built the Taylor Cub, the most popular flight trainer in the 1930s and 1940s. Piper later formed his own company and built more than 10,000 Piper Cub airplanes.



NIRMALENDU MAJUMDAR

#### Modeler

Stan Teachman, a member of the Experimental Aircraft Association, [also a member of the Radio Control Club of Rochester] holds a model of a 1928 Chummy

But how do you build a plane without one to copy or without blueprints? Stan Teachman, a retired draftsman from Fairport, drew up detailed plans for the Chummy using photographs and newspaper clippings. He estimates the Chummy had a 34-foot wingspan, was 22 1/2-foot long and used a 90-inch propeller.

No one is sure where Taylor came up with the name "Chummy." "The way I heard it, the inside of the cockpit is 36 inches wide," Teachman said. "When you sit in there with someone, you couldn't help but being chummy."

They have old black-and-white photographs of Chummy planes -- one autographed by Amelia Earhart -- but they're not sure what color the plane should be. "One guy claims he rode in one and it was blue with red wings," said Vet Thomas of Parma. "We think we're going to do it that way. We don't have any other documentation."

Much of the plane's structure is finished, although the wooden wings need to be covered in aircraft fabric. The fuselage frame rests on two spoked motorcycle tires.

"It's at the 90 percent stage," Thieme said. "It's 90 percent done and we have 90 percent to go. "His greatest challenge now is finding an engine from an actual Chummy. Thieme is hoping someone with an extra five-cylinder Kinner engine sitting in a garage or field someplace will give him a call. "If we don't find something, we'll make something up that looks like an airplane engine, but we haven't resorted to that yet," Thieme said.

The materials are being funded by the Geriatric Pilots Association. "We decided there should be some aeronautica in the terminal that would have some connection in this area," said Cyril Noon, an association member from Pittsford.

The group also raised money to pay for a 1910 Curtiss Pusher, built in Hammondsport, Steuben County. They had hoped Rochester Institute of Technology students would build that replica -- to eventually hang next to the Chummy -- but no volunteers have come forward.

Thieme hopes the Chummy will be finished sometime next year.

"We're very anxious to get that into the building and hang it next to the old control tower," said Sam Cooper, an airport spokesman and member of the Geriatric Pilots Association. "We can't wait to get it."

- RENEW YOUR AMA MEMBERSHIP - You can't fly at the model fields without it.

#### New Service Offered

Beginning October 1, 1998, you can renew your membership via telephone when paying by MasterCard or VISA. This limited service will be available Monday through Friday only, from 9:00 a.m. to 4:00 p.m. \*Eastern Standard time. This direct line is for the sole purpose of membership renewal. No other Headquarters personnel or information can be reached through this line. The Customer Service Representatives who answer the 800 number will not be able to renew your membership over the phone. No confirmations will be mailed. Should you require this service, you will need to fax your application and request a confirmation.

Call 1-765-281-7900. The phone lines are limited and a busy signal may be experienced; if so, please try again later. You will be asked to verify current information contained in our database, and necessary information to renew your membership including a credit card number and expiration date. Please have your renewal notice and credit card information ready to assist the Customer Service Representative. Membership renewal season (October 1st through December 15th) is a very busy time for AMA Headquarters. It is during this period of time that we process more than 65% of our total membership. It may take three to four weeks to receive your new card due to the heavy volume. Please be patient. Your current membership card is valid through December 31, 1998. No interruption of Model Aviation magazine should be experienced if your renewal is received before December 15, 1998. When calling Customer Service, always have your AMA number ready to assist the operator.

**MEMBERSHIP FEES:** All bills and ballots have been individualized and reflect the cost for each individual's membership category. These were all mailed by Friday, September 18, 1998. The price printed on renewal forms is based on several factors: Age, date joined, previous membership category and any credits due. If members believe the printed price is incorrect, call the Membership Department at 1-800-435-9262 to verify. Any questions regarding this service should be directed to Colleen Pierce, Membership Supervisor, at 1-800-435-9262 ext. 290 or e-mail at cpierce@modelaircraft.org.



It happened again, guys, at Bolling. Someone finished a flight, turned off the transmitter before the engine was stopped. The engine went to full throttle, the plane took off in erratic flight and crashed. Luck was a lady and claimed no injuries. It was also observed, at Northampton, that a plane, with the engine stopped, was seen to advance the throttle full open when the transmitter was turned off while the receiver (plane) was still on (FOCUS-4 radio).

TURN ON transmitter then receiver

TURN OFF receiver then transmitter

or

Don't turn receiver (plane) ON or OFF unless the transmitter is ON

or

Transmitter first ON, last OFF **STRAIGHTEN UP AND FLY RIGHT --> use the proper ON - OFF sequence**

Just a few days ago, at Bolling, someone finished a flight, taxied up to the bushes, moved his left thumb over to the trim lever to shut it down, and accidentally moved the throttle up with the edge of the same hand, the motor revved but died immediately upon hitting the bushes. Maybe you could use the right hand to move the throttle trim lever down to stop the engine, after taxiing. **STRAIGHTEN UP AND FLY RIGHT --> Be very careful of the throttle stick whenever the engine is running.**

AMA News Release: MUNCIE, Indiana, Friday, September 25, 1998

## SOCIETY FOR TECHNICAL AEROMODEL RESEARCH (STAR)

### PURPOSE AND INITIAL GOAL:

The aim of this society is to increase the general public's awareness of developments in radio controlled aeromodeling, and in particular to promote young people's interest in the technical aspects of the hobby. As an initial tactic, a goal has been set to fly a small radio-controlled aeromodel nonstop across the Atlantic Ocean from Newfoundland to Ireland.

### TECHNICAL APPROACH:

The aeromodels used for this experiment will weigh about 11 pounds (5 kilograms) including fuel, and will have a wingspan of about 6.5 feet. The engine will be a four-stroke type of 10 cc. displaced volume. The effort will be carried out under the leadership of Maynard Hill, who has been responsible for the model design and engine development. During the past 3.5 decades, he has established 23 different world records under F.A.I. rules. His models currently hold records for altitude (26,990 ft.), duration (33.67 hrs), closed course distance (1301 Km), and speed in a closed circuit (167 MPH). The aerodynamic and propulsion aspects of the transatlantic model (TAM) are therefore based on much practical experience. The TAM model will be flown by a pilot using standard R/C hobby gear to a planned cruising altitude of about 1500 ft. There it will be put into an autonomous mode, steered by global position satellite signals and an onboard microprocessor. The flight of about 1950 miles is expected to take about 45 hours at 45 MPH. No tailwind will be needed although there probably will be one. The position of the airplane, as well as technical data about altitude, speed, engine RPM, and some autopilot functions will be telemetered to satellites and returned to monitors on both sides of the ocean. On arrival at its destination, an R/C pilot will take over control and land the model. One of the goals of this venture is to stir enthusiasm and interest in the sciences of aviation, computers, and meteorology, and to demonstrate how much fun one can have as a scientist or engineer. Hopefully, the progress of the project and the flight will find its way to classrooms all over the world via the Internet. In addition to the great potential in the areas of education and inspiration of youth, there are potentially useful applications of the technology of such small long-endurance models in fields of wildlife tracking, windshear measurements near airports, and weather-sensing in remote areas.

### ORGANIZATIONAL SET-UP

This society is not a profit-making organization. Its chief purpose is to promote interest in and to demonstrate the valuable educational and recreational aspects of the model airplane hobby. Maynard Hill will serve as president of the society. John Patton will be the treasurer. Like Maynard, Patton is a past president of the Academy of Model Aeronautics and has worked as a volunteer in many ways over the past 60 years. A newsletter about the society's progress will be published periodically by Bill Savage, an AMA leader member, and long a volunteer for AMA activities. The organization includes an advisory board, whose current membership, in addition to those mentioned above, consists of: Charlie Calvert, John Chirtea, Tien Seng Chiu, Roy Day, Joe Foster, Harry Grattan, Les Hamilton, Scott Hill, Paul Howe, Roy Moulton (U.K.), Henry Nicholls (UK), Fred Nielsen, and Rob Rosenthal

### HELP

This project involves construction of airplanes containing devices like gyros, G.P.S. receivers, alternators, ignition systems, microprocessors, telemetry transmitters, and still other items beyond what we normally think of as parts of model airplanes. We are grateful that Futaba Corporation has donated radio systems and special servos, and we are pleased that the National Geographic Society has contributed laptop computers needed for the project. Testing of the navigation system is complex and expensive, involving full-scale aircraft and long-range boat deployments. There is always the hazard that complete models will be lost during proof tests. Additionally (and obviously!) substantial expense will hit us when we need to take crews to Newfoundland and Ireland for a stay that might drag out to 3 or 4 weeks while waiting for proper weather. The plan calls for taking four all-up aircraft to the launch site, but flying them one at a time. Typically 4 or 5 days pass between periods of favorable weather. We have made estimates of the cost of this effort, and even the "bare bones" estimates exceed what can be extracted from the pockets of our current nucleus of participants. Accordingly, we are providing a form for you to use to become a contributing member of S.T.A.R.. The minimum membership is \$25, and you will receive in return copies of the newsletter, to be issued when there's news. Beyond that, you might take great satisfaction that you are contributing to what will be one of the most astonishing performances ever by a hobby-type R/C aeromodel. This will not be the very first crossing of the Atlantic by a remotely-controlled airplane. A commercial, government-supported project, a more extravagant project, did succeed with a 30-pound airplane that flew from Newfoundland to an island off Scotland on August 20, 1998. S.T.A.R., however, we will strive to display the joys and merits of an amateur hobbyist approach. So please help! For further information Contact: Society for Technical Aeromodel Research, Attn: John E. Patton, 2001 Norwale Road, Silver Spring, MD 20906. This new organization is not affiliated with the AMA. However, the Academy is very supportive of its Technical and Educational goals! The Academy of Model Aeronautics is a nonprofit association serving the modelers of the United States of America since 1936.

**For sale** by Don Ogren, 716-889-9255

NIB, Goldberg Ultimate 10-300 Bipe. NIB, ASP 1.08 FSR ABC w/muffler. Used, Fox Eagle .06, BB ring, Schnuerle, w/muffler.

### Flight Instructor

Richard Brook has kindly offered his pager number 253-3278 to assist student pilots in arranging flight instruction. As long as you don't keep bugging him, he says it's O.K. to call him at any reasonable hour.

### Alien



This gentleman was seen flying models at the Northampton field this past summer. He was accompanied by Kumo, the sumo wrestler. Kumo met him, about 1953 or 54, when he worked for Ray Edmund's Hobby Shop. Not long after that, they had a midair when racing. He thought it was Kumo's fault, but Kumo disputed that because it was this man's plane that got in Kumo's way. Kumo says this guy may have done some dumb things, but he is a master at keeping them secret. If anyone knows the identity of this alien, or his whereabouts, please contact *Airflow* - hopefully, a contest between these two can be arranged if Kumo can fit it in his schedule. Kumo says that, first, it is time for a match with Sneaky Pete.!!

from AMA National Newsletter

How do you get the creases or lumps out of the fiberglass cloth we use to reinforce the center section of the wing? This method will probably eliminate them. Prior to applying the fiberglass cloth to the center section of the wing, take the time to iron it flat with your clothes iron. This will make it soooooo much easier to achieve a FLAT surface. Next, place the glass cloth on the center of the wing and tack it down to the surface with one drop of CyA (each corner, top and bottom). This may require that you have to pull the cloth taught, but don't overdo it! Now you should have the cloth resting smoothly on the top of the wing. Now apply the resins (or CyA) over the cloth. You may find that after 3/4 of the cloth is attached that you now have puckers along one edge or the other, but this is easy to fix. Lift the material where you tacked it to the wing (remember I said to tack it down, not permanently attach it), pull taught, and tack it down again. There you have it!

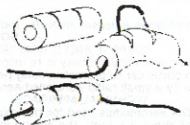
Cutting Fiberglass Cloth from Skatgazette Gary Beggan, Editor 8 Sextant Drive Grayslake, IL 60030

Next time you have to cut fiber glass cloth, place it between two pieces of wax paper. The wax paper will prevent it from pulling and fraying during cutting.

**Antenna Keeper** from Clay Ramskill 7 Towers RC Club cramskill@arlington.

nethhttp://www.startext.net/homes/cramskill/inkklay.htm

What do you do to keep the end of your antenna in place? A 1/2 inch piece of fuel tube does the job nicely — cut two slots in it about half way through. Squeeze the tubing to open up the slots, and thread the antenna through the slots as shown. The tubing can then be slid up the antenna and attached to the fuselage as desired. The tubing will not beat your aircraft to death as the antenna whips around in flight, will hold the antenna securely, and yet in case of (ugh!) a crash, the tubing will slide right off instead of breaking the antenna.



**CA Glue** by Dave Price

Buy a few extra tips for your CA bottles. As they clog up, place them in a glass jar with a little acetone. This way you will always have a free flowing tip. Try not to use a pin to free the clog. This might scratch the inside plastic surface causing the CA to dry in the tip. Plane Talk Charles Brooks, editor 105 Lewis St. #8 Berea, KY 40403

**Fuel Tubing** from Plane Talk Syd Russell, editor Snohomish Radio Aero Club

When you install your tank, use a different color tubing for the fuel feed line and the pressure/vent line. I always use red for the fuel line and grey, green, or blue for the vent. This way you never have trouble connecting the wrong lines after installation.

**Seized Engines** from The Flightline Tom Minger, Editor 1751 Ponca Court Fremont, CA 94539

Do you have some engines that have been sitting, safely tucked away for another day? Have you pulled one of those engines out of storage for your latest creation only to find it is stuck together like it had CA poured into the carburetor? If so, try this. Get out your covering heat gun and blast the motor until it gets too hot to touch. Let it cool off and the engine should be freed up and ready for a complete tear down and cleaning. Alternatively, you can place the engine in an oven set at 200 degrees.

**How to Clean that Oil-soaked Air Frame** by James Strauss

from The Flightplug, Art Swift, Editor 21306 Lopez St. Woodland Hills, CA 91364

from Valley Aero modelers Dan and Charlie Welland, Editors 325 E. Brewster St. Appleton, WI 54911 welland@execpc.com  
Ever notice how some people fly their planes 300 times in a year and then sell it at an auction because it gained almost 3 1/2 pounds from soaked-in oil. Problem is, we tend to fall in love with the external of our planes and don't pay attention to the inside until we get it home. It is possible to restore even a severely soaked airframe with a little elbow grease, time and patience. You'll need a 12-16 oz. Bottle of rubbing (isopropyl)alcohol and an 8-10 oz. box of corn starch. Strip the covering off the affected areas. Make a "soupy" slurry of the starch and alcohol mixed together. Using a two-inch paint brush, apply the mixture liberally to the oily area. Wait 20 minutes, then apply a second coat (make sure the alcohol is replenished so the mix stays soupy). After drying overnight, use a stiff bristle brush (I use another 2" brush cut off half way down) to clean off the now oil-laden corn starch. Repeat this process until the starch come off in nearly powder form again. Last wet a cloth with alcohol and wash the wood. When it dries, the wood is almost as good as new and is ready to fly with new vigor. Building Tips When building fuselage sides, one over the top of the other, the problem is separating the two halves because of the CA running into the gap between them. The CA is hard to cut through and you can mutilate the structure trying to get it apart. This has not been a big problem when using conventional model cement because it's fairly easy to cut the sides apart. I've been using strips of plastic bags across the joints to keep the CA from getting between the sides, however, these strips tend to slip and slide and the clear plastic is hard to keep track of. Chuck Swift came up with the idea of using scotch tape for these frameworks. It works slick!

Editor's note - these tips are from AMA National newsletter, and the authors are credited for the articles. The editor makes no claims that these tips are error free or effective. Earlier, I had published a hint to make a cleaning solution which contained a small quantity of automatic dishwasher detergent. Thinking this was a good idea, I put some in the windshield cleaner container in my vehicle. A white film developed on the glass. I supposed this film was due to inadequate rinsing. Trying to clean my model resulted in the same white film.

**Built-in Engine Analyzer** from Turbulent Tissue Jim Mowrey, Editor 310 Capitol Ave. Kinsley, KS 67547

Here's a list of glow-plug readings to help you find the perfect mixture.

**Shiny element** (like new): You have picked up a new plug by mistake, or your engine is set to a rich setting. You can lean down the engine and test it again.

**Dull element:** A dull element is one that has lost its shine, but it is not frosted. If the element is still in its original shape, not mangled or twisted, your engine is lean enough to work hard without being damaged. This is a good setting for prolonged running.

**Frosted element:** The frosted element has an "orange-peel" surface and is an indication that you are, in fact, running lean. Lean is mean, but don't expect your engine to hang in there during prolonged running. If the element is not mangled, you are simply running lean. Richen it up a bit. (Frosted or missing) mangled element: When the element is frosted or completely destroyed, it can be an indication of a lean run. You must set the engine rich and run it again to determine the cause of damage.

**Black element:** A black element is not a good one. It can be an indication that a rotor is being eaten up or that aluminum filings are in the engine. A black residue at the tuned pipe or muffler exhaust is an indication that something aluminum is coming apart in the engine.

**Small shiny flakes:** Small shiny flakes on the glow-plug can be an indication that new bearings are in order.

**Missing plug:** This scenario show that you forgot to tighten the glow plug.

**Dull and pulled out:** When the element is dull and pulled out toward the piston, your needle setting and tuned pipe are on the money. The pulled element is an indication that pipe scavenging is working great.

