

Fall Edition

September 2016



STREATOR RC FLYERS

Special Fall Edition

Streator Rc Flyers

Here is a bit funny RC pilot etiquette, this year at our field we have been having a abnormally higher OOPS rate than normal. Well if you happen to *witness* an rc airplane doing something that the pilot didn't want it to do, here are some handy tips on how we could react - a bit of '*rc airplane crash etiquette*', if you like...

- Keep quiet - let the pilot have the first word.
- Cover your ears if you don't like swearing or blasphemy.
- Let the pilot walk back to the flight line, don't go running over to him ready to initiate a group hug.
- Don't offer him \$10 for his transmitter.
- Don't hand him your plastic bag, let him use his own - it's part of the wreckage collection ceremony.
- Offer to help look for the wreckage if the plane came down out of sight, but don't go sprinting across to the crash site - this indicates your urge to salvage the good parts to trade them into your local hobbyshop.
- Don't offer to take photos until the pilot mentions the idea, and hide the fact that you had your camera turned on before the plane hit the ground.
- Don't make comments such as "*I would never have tried that maneuver myself*", or "*It's so easy to get disoriented sometimes*", or "*Are you sure you remembered to put the radio gear on charge last night?*"...
- Instead, offer constructive, tactful comments such as "*Well, think of what your Christmas present will be!*", or "*Well, it doesn't look so bad - maybe a bit of epoxy here and there*", or "*Well you said you wanted to build a new plane*"...

And whatever you do, never ever ever mention pilot error!

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September Events and News

- Sept 15th -17th Warbirds Over Monticello
- Sept 18th Pekin RC Big Bird Fly-In
- Sept. 21st Next Field Meeting Wednesday
- Sept 24th - 25th Fall Scramble Warbirds & classics Fly in.

Wet Wings are Wonderful — Flying with Floats!

If 70% of the globe is covered with water, shouldn't we have that same percentage of RC model floatplanes? No? Well, many RC clubs today are struggling to find suitable open flying sites and with growing urban sprawl, noise restrictions, and the cost of real estate all playing a factor, it's little wonder that good RC flying fields are far and few between.



The scale modeler has no shortage of subjects. The sport modeler has options for floats too. Many of the popular ARF companies offer float aircraft like the ElectriFly G-44 Widgeon or Seawind. There are floats available for many ARFs including the Hangar 9 J-3 Cub. Regardless of what aircraft you fly, odds are you can buy floats that can be bolted on.



Ah, but flying from a pond or a lake offers a unique challenge and a new opportunity you may not have considered in the past. Flying off water is new to many RC pilots; however, water planes have existed since the birth of powered flight. Airlines like Pan American used large flying boats like the Yankee Clipper. Canada's north was opened through the extensive use of bush planes on floats, de Havilland Beavers, Otters, Beech 18 and are still used today. Dick Folsom of Folsom's Air Service based in Maine put a DC-3 on floats.

Wet tips

There's a plethora of information available from the float manufacturers, online stores, and in many back issues of Model Airplane News regarding how to build and mount floats, where to locate the step, how to waterproof radio gear, and more. Two areas that are often neglected are flying from salt water and how to retrieve a stalled aircraft without going for a swim. Flying from water in Atlantic Canada often means flying from salty or briny brackish bodies of water. It is the same as far as the flying goes but when your aircraft gets a lot wetter than planned, you need to hop into action.

First of all, take all the usual precautions to ensure that your receiver, servos, wire connectors, wing saddles, etc., are all well sealed. Anti-corrosion sprays for electronics are available from hobby shops that deal with RC boats and they really will help protect your electronics. Saltwater is corrosive and will destroy your electronics if not cleaned properly. If your plane does get wet inside with saltwater and it gets into the electronics, it is of the utmost importance to open up the servo and receiver cases and rinse the electronic components with warm distilled water to flush out all the salt.

You should also use a hair dryer and really dry them out and spray the components with protectants before reassembling your RC gear.

Don't forget the airframe—metal pushrods, control horns, should all be cleaned and given a good dose of the anti-corrosion spray as well. Don't forget the switch harnesses and servo extensions too! For glow engines, rinse the with fresh warm water, remove the glow plug, flip it over a few times to make sure all water is out, give it a good spraying of WD-40 and then add a several drops of after-run oil. Replace the glow plug, start the engine, and run a tank of fuel through it.

Off shore rescue

Occasionally, you'll need to retrieve a aircraft stalled on the pond. If it's a club organized event, there is usually a dinghy, canoe or a rowboat of some type available. When retrieving the aircraft, follow safe boating practices by using life jackets, and carefully lift aircraft into boat. It may be heavier than expected with water inside the aircraft. Another fun option for retrieving a stalled floatplane is to use an RC boat.

A tennis ball and 20 feet of fishing line attached to the RC boat can be used to retrieve a stalled floatplane. With the tennis ball in tow, make two or three circles around the aircraft. The ball will hook in the aircraft then tow it back to shore. It takes a little practice and is a lot of fun too.

Final Thoughts

Some modelers fly off floats much of the year. It does require a little preparation and is a relaxing way to fly. Trainers, scale, sport planes, acrobats and any other plane you can think of can all be successfully converted and flown off of water.



Some Simple Shop Tips

Simple tricks are the best, don't you think? These tips may not change your life, but they will make your time in the shop easier and more enjoyable.

1) SMOOTH THAT OLD IRON

Have you ever noticed the slick surface on a new covering iron after you first pull it out of the box? The iron seems to float on top of the plastic covering, giving you a beautiful finish. However, after time goes by and the iron gets a little older, the smooth Teflon feel on the surface just goes away. Here is a simple way to rejuvenate that old iron. When the iron is cool, add a little baby powder to the surface and rub it in with your fingers. This will give the contact area a new surface that will glide much more easily over your covering. You can reapply powder as needed to keep the iron gliding smooth.



2) PAPER TOWEL SHIM

I always have a problem with getting the socket-head bolts into those hard-to-reach spaces. Even though the socket-head bolts do hold on better than a Philips or screwdriver head, they tend to let the bolt fall off just before you can get it started. That's where this trick is really going to save your day! Add a little piece of paper towel to the end of the ball driver and press it into the socket head of the bolt. You will find that this holds better than a magnetic head driver.



3) AILERON ALIGNMENT JIG

When setting up the aileron linkage, it is helpful to have a third hand holding the aileron in the center position. The next best thing is to make this simple alignment jig out of a clothespin and two pieces of balsa. Just put the two pieces of balsa above and below the aileron centered on the gap between the aileron and wing trailing edge. Attach the clothespin to hold the aileron in place. The soft balsa will help prevent the clothespin from marking the surface. Just be sure to remove it before operating the servo when testing the throws..



Saturday Sep 24, 2016 @ 09:00 AM - Sunday Sep 25, 2016 @ 09:00 AM



**Pilots Don't Forget to pre-register at RCFLIGHTDECK.COM
Let all have a fun and safe event.**

September 2016 Meeting Minutes

Meeting called to order at 7:00pm.

New membership was discussed now 38 members strong.

Treasurer report was read out and was acknowledged by Rick and seconded by Rick.

Under new business, discussed food prep and choice of food to serve.

Discussed management of Pilot registration and set up help for Sept Fly-in.

Motion to adjourn at 7:25pm was acknowledged by Jim seconded by Dave.