

THE FLYING MACHINE NEWS

Volume 25 Issue 9

A GOLD LEADER CLUB

September 2009

The Newsletter of the Rocky Mountain Flying Machine

AMA Charter Club #2229



President's Message

I have been pretty sick for the past two weeks so I have not been out flying or much of anything else. I did attend the New Mexico Municipalities

League Conference with District 8 VP Jim Rice and AVP Mark Johnston. They were looking to the Mayors and City Council people for Park Flying sites and also to make them aware of AMA and its programs. I am depending on Dave Haygood once again to run the meeting as I will not be there due to my illness. I hope to be out flying soon and having a good time as always. Have a great September/October.
Ken Morris



Hello Members,

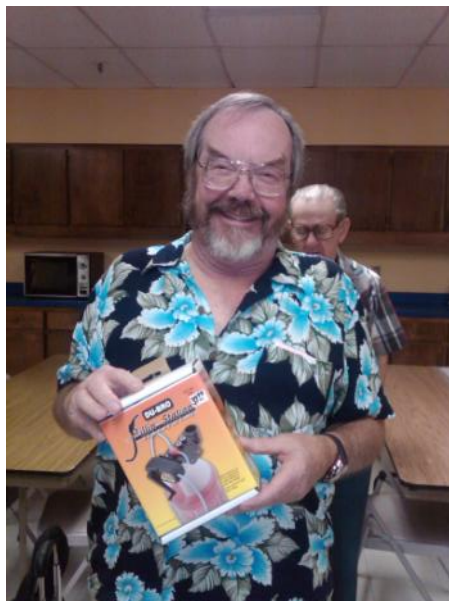
Another busy month has passed, with September moving right along. This month's program will have a good spin to it. Pat Tritle will be giving us in this month's program, your project down on paper and plans to the finished the project. So don't miss this meeting for it will be a great one. Plus the tips and tricks segment, and much more. The give away is \$20.00 dollars this month, plus the prize drawing. So remember to purchase some tickets. With fall working its way in, I hope everyone has had a good summer. The events I have been apart of were fun, thanks to people like Vic Newton who was the CD at this years fun fly. The picnic will be held at Mark Johnston's house, please bring a dish and enjoy. I wanted to work at the field some this past weekend however, the rain had other plans. I hope to see you at the meeting, your V.P. David Haygood.

Meeting Information

Program—Pat Tritle project from plans to finished project
Raffle Prize—Unknown as of the writing of the Newsletter
The club meeting giveaway is \$20

Brass Monkey Breakfast Sept 20th 8:00am (Western View)

Below right—Bill Jacklin getting his Ride of a lifetime in the Mustang, Below Middle Bill Wins one of the raffle prizes. Below left Pat Tritle brought two Show and Tell a very nice boat and a plane.






August Fun-Fly

By Vic Newton

We have been very fortunate this year in having good weather for our fun fly's.

August was no exception, another great day for flying. For the August event we ran Cactus Air-

lines which was running a tour schedule around the RMFM flying field. Each pilot had to fly two tours around the field with a different load of passengers for each tour. The number of passengers carried was determined by a deck of cards with the Ace be-

ing 1 or 11 and face cards 10. Passengers  had to be attached to the outside of the tour aircraft with rubber bands. Of course it was timed to see how long it took to fly both tours (a single lap around the field, no loops or rolls allowed). Scoring was done by subtracting 5 seconds for every passenger successfully carried and 10 seconds added for any lost passengers. Fortunately no passengers were lost. The results were:

1st place: Vic Newton

2nd place: Ken Morris

3rd place: Mark Johnston

4th place: Rudy Stein

Fred Magee attended but did not fly.

Fun Fly standings to date:

Pilot	Points
John Gayer	28
Vic Newton	28
Mark Johnston	27
Ken Morris	18
Norm Elliott	15
Jim Swart	14
Richard Lindberg	13
David Haygood	10
Rudy Stein	6
Jerry Jones	6
Bill Allen	4
Phil Hayley	1
Fred Magee	1
Derek Gill	1



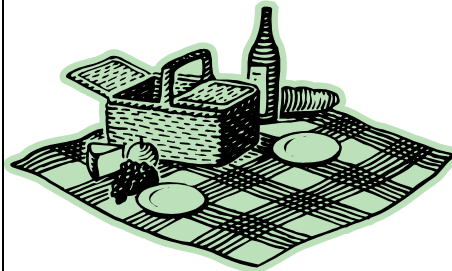
Field Updates

By Jon Bell

I wanted to give an update on planning for installing the matting on our runway.

1. Jim is going to hire a backhoe and operator to fix all the damage done by the rain to the runway And pit area. Vic will take care of any digging permits needed.
2. Ken is going to purchase 10 mallets for pounding in the staples. He will also purchase the bits for Drilling the holes for staples. We will need as many battery operated drills and extra batteries as We can get. We have a generator in the storage shed that we can use to recharge the batteries For the drills
3. Jim will go out to field a few days before we start and measure and install string as a guide to Placing the matting.
4. We will be working on four edges of matting. We will need one person on each edge drilling holes About one and a half feet apart. One person on each edge of the center roll putting down the glue. (old clothes needed) One person on each edge pounding in the staples.
5. I will spray the runway with a sterilant to control weeds. I was going to do this on the 8th. Of Sept. But field was to wet from rain.
6. We will need extra people to relieve workers as so they won't get to tired. People will be need to Charge batteries and get materials as needed.
7. The above plan will only work if we have about 15 people. If we don't we will have to do one roll at A time. I think we should roll out about 30 ft. and get it tacked down. Then roll out another 30 ft, This will keep us out of trouble if the wind comes up. This is just the first attempt at a draft. I am Sure I have not covered everything. I am open to your ideas!

Thanks! Jon



PICNIC TIME!!

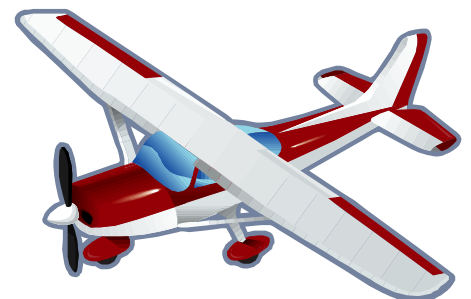
The RMFM picnic will be held at the home of Mark Johnston On Saturday September 19 at 3:00pm, Please RSVP to nmavp-dist-8@earthlink.net if

you are coming. Everyone will need to bring a side dish and a couple of chairs. We will have plenty of tables and shade. As well as burgers, Dogs and Brat's. Water and sodas will be provided by the club as well. If you would like something else to drink you will need to bring your own.

The following instructions should get you here from Wyoming and Academy. Head north on Wyoming to Burlison and turn left. Follow until the four way stop (Truchas) and turn left on Truchas. Take the first right on Beck and follow until you are almost at the end we will be the third house from the end.

6608 Beck Dr N.E.

Hope to see you here.





Safety Minute

By Rudy Stein

Hi, it's me again, the safety dude!

After a long time out I am ready to continue and cover another letter of the alphabet. Next would be "F".

Hmm... Let's talk about flying! Sur-

prised?

Just a few general ideas about it.

Before take off

Make sure that:

-the batteries are charged. If in doubt about their condition, don't fly. -the CG is within limits. We were talking about this issue last time already, but it is important enough to be highlighted more than once. -you are good to fly. If you have a hangover from last night's bar visit, don't fly. Watch the others and tell them about the visit and the ladies you met. That's more interesting than watching you crash. -the (combustion engine powered) model is properly fixed before engine start. It is simply unsafe to hold the model with one hand and starting the engine with the other. Your hand is slippery from sweating and so is the model from the exhaust fumes. -after firing up the engine step behind the model for engine warm up and carburetor adjustment (by the way – did you ever notice that model stands on our filed are facing the wrong direction? The models nose is facing the spectator side. They should be facing the runway.) -while taxiing out you guide the model (preferably at the vertical fin). That guaranties you can control the model in case of a radio interference at this moment.

-on the runway you check all control surface deflections for full travel and right direction of travel (Keep in mind that the right aileron goes up as you deflect the control stick left.).

In the air

Try to avoid:

-vectoring the model's flight path towards the crowd longer than necessary. Never overfly others. -risky maneuvers trying to figure out why your model isn't doing what you want it to do. If you encounter a problem with the model land as soon as possible. Don't forget to warn the other dudes out there of the impending problem. Not because they should not miss your crash- it's because in a worst case they may need to seek shelter. Usually a climb up to a safe altitude followed by a reduced throttle, and long final approach is the safest course of action. -a landing after a messed up final approach. A stable approach guaranties a good landing. If in doubt-go around! Don't press!

After landing

Keep in mind:

-to stay behind the model as long as the engine is running. -guide the model if you are taxiing back. -that the engine is hot! -you should refuel if you intend to fly again. Always refuel even if your next flight is supposed a short one. Otherwise you might be in trouble in case you cannot land as timely as planned (blocked runway).

At home

Don't forget

-to thoroughly post flight check your model. Check all mechanical joints. -to clean the entire model. Take special care of the en-

gine. If oil and dirt is not removed it will burn-in during the next engine run and prevent good cooling. Besides that it looks ugly.

-to defuel the tank completely. -to do any required repair and maintenance work right away. Otherwise you will forget. -to charge all batteries the day before the next flight. -to tell your family that you had a great day.

You realize that the "Before take off" part is the longest one. There are good reasons for that, because of the 7 "Ps". **Proper preflight preparation prevents piss poor performance.**

See you at the field!

Rudi Stein

Conversations With A Friend

I was just about to leave the flying field when Juan drove up. He quickly parked his van and shouted for me not to leave. So I stopped and waited for him.

"Hi Richard! Glad I caught you. I tried calling your home, but your wife said you'd gone flying, so I hurried over here, hoping I'd

be able to catch you. I've got a problem!"

"Mornin', Juan," I said. "C'mon over and tell me about it."

"OK, but lemme get the wing out first."

Juan got out a wing panel, came over to my van and climbed in. "The cores for the Boxer 90 arrived the other day, so I went down to the hobby shop and bought some wood to begin sheeting them. Look what happened! How can I fix this mess?"

The wing panel Juan shoved into my hands had one side sheeted, all right, but the sheeting was cracked along the leading edge, and definitely not glued down. All the balsa sheets ran parallel to the trailing edge. Also, there was a warp in the trailing edge. Some of the gaps between sheets were open, and glue had oozed out. It was not a pretty sight.

"Yup, you've got a mess, all right," I said. "How'd this happen? Tell me what you did, and perhaps we can find a solution."

"Well," began Juan, "What with the economy being what it is, an' needin' a bunch of basics, I didn't have much money left, and when I priced the wood I'd need from those places you recommended, I just went down the hobby store and looked at theirs, and since it was cheaper, I bought the wood there. Balsa wood is pretty light, right, so I didn't think it would matter that much if it wasn't contest stuff, or whatever you called it. Was I wrong?"

"Right, you were wrong. But go on, what did you do next?"

"So, I, like, tried to straighten out the edges, and then I glued about eight or nine sheets together, like the plans said, and then I cut across the sheets on the diagonal to get a top and a bottom sheet. Then, like, I spread epoxy glue on one sheet and tried to lay it on the wing core. It went down OK on the trailing edge, but it wouldn't roll too good around the leading edge, so I put it, the core and sheeting that is, between the foam pieces it came in, and tried to squeeze it down. It looked like it was working, so I



left it alone. But when I took out the core this morning, it looked like this! Aww, Richard, what'm I gonna do?"

(You readers look at Figure 1 to see what Juan did. I could see the wing panel!)

"Whatever we're gonna do, we can't do it here at the field. So why don't you follow me home and we'll attack this problem in my workshop? OK?"

Juan and I then proceeded to my workshop. I rummaged around for a bit in my scrap lumber box, trying to find some examples of balsa wood. After I found what I was looking for, I spread them out on the workbench, along with the ruined wing panel.

"First, Juan, let's talk a little bit about balsa. There's an excellent writeup on balsa wood that's published by Sig Manufacturing. I see that you bought Sig balsa at the hobby shop, so they probably have a copy you can have (it's generally free, as I remember). Meantime, borrow mine. The writeup talks about two important aspects of balsa wood that we should care about. One is weight, and the other is grain. 'Contest grade' balsa is generally the lightest you can get, and also has the best grain."

"Wait a minute—not so fast!" exclaimed Juan. "What's 'grain' and why do I care?"

"Look at this diagram, here in the Sig writeup. Balsa is generally classed into three grains called A, B, and C. A-grain is cut from the log generally parallel to the tree's annular rings, and looks like this." I picked up a piece of A-grain balsa and handed it to Juan. "Notice that it's pretty flexible, and will bend, edge-to-edge, without too much trouble. C--grain balsa, on the other hand, is cut from the log generally perpendicular to the rings. It looks like this." I then handed a piece of C--grain balsa to Juan. "Notice how solid it feels. It won't bend very easy, either." Juan tried to bend it, and it broke!

"Gee, Richard, I'm sorry!" exclaimed Juan.

"Hey, no problem. The other grain, B- grain, is cut somewhat randomly, not exactly parallel or perpendicular. And, you guessed it, it's the most common cut you'll find. Some pieces will be more flexible than others; some will be less. It's good wood for general building purposes. But what kind of wood do you think we should be using for sheeting our wings?"

"Um, A--grain?" guessed Juan.

"Right! Now let's talk a little bit about weight. As the Sig writeup explains, balsa comes in different densities, like '6 lbs per cubic foot', '10 lbs per cubic foot', and so on. We commonly refer to balsa just by the number, like '4 lb balsa'. The most common density is 8 to 12 lb wood, as the writeup indicates. The higher the density, the higher the weight, natch. The other aspect of density that's important is stiffness. The higher the density, the stiffer the wood. Here's a piece of 'common' A-grain balsa; note how stiff it is." I handed Juan another piece of balsa, which he tried to bend.

"Wow, this sure is different from that other piece," commented Juan. "It's stiffer and heavier, but it looks almost the same. I didn't realize there was such a big difference in balsa."

"OK, now, let's look at your wing panel. What do you see?" Juan and I examined the panel, paying particular attention to the balsa he used to sheet one side.

"I guess, Richard, I didn't pay much attention to either weight or stiffness, or to grain either," intoned Juan. "This, here, looks like C-grain, and this, and this too. Not much A-grain anywhere! And it's pretty stiff, too, so I guess it was heavy wood, right?"

"It appears that way to me, too," I said.

"Do you think we can fix this panel, Richard?" asked Juan.

"Not really," I replied. "Oh, you can try, but that warp will be a problem, and you'll spend a lot of time trying to cut the wood from the leading edge and repairing the foam. I don't recommend it. Just chalk it up to experience, order another core, and let's try again."

"All right, but I just thought of another problem. How'm I gonna solve the problem of gluing down the leading edge, even if I use contest grade balsa?" asked Juan. "Won't that crack, too?"

"Not necessarily; remember, contest grade balsa is not only lighter, it's also more flexible. It's almost all A-grain balsa, too. But there's another way that's better and is less dependent on the wood. When you lay out your balsa sheets for the wing skins, start with the trailing edge and make the first piece parallel with it. Now put another piece parallel to the leading edge, like this, and fill in with the rest, like this." (I laid out a few pieces of balsa sheet to illustrate what I was talking about. You readers take a look at Figure 2.) "You can do this pretty easily using the same techniques you did for the first set of skins. Just use fewer parallel pieces of balsa, but cut on the same diagonal angle. Then glue on the leading edge piece along the diagonal line, on each skin. You should then have two skins which will fit the wing, but the balsa sheets on the leading and trailing edges will be parallel with those edges, and you won't have the cracking problem. Also, when you glue on the skins, do both sides of a wing panel at once, put it into the shucks, put lotsa weight on top, and be sure there's no warp. That way, you'll have a set of straight, light wing panels.

"By the way, I thought you and Jed were gonna build your Box-ers together. Did Jed have the same problems?"

"Um, like, Jed couldn't get started soon enough, so I thought I'd do one panel, and, like, get a head start and then help him, and..."

"Humph," I interjected. "Seems as though it didn't work out that way, exactly, did it? But, when your new wing core comes in, and you both re-read the instructions (which are excellent, as you know, 'cuz you read 'em, right?), you'll do fine. Don't be discouraged; stuff happens!

"Anyway, the designers have gone through similar problems, and when they specify a particular item (like 4-6 lb contest balsa, f'instance), they do it for a good reason. Unless you've 'been there, done that', don't try to second guess 'em; it ain't worth it!"

"Right again, Richard," said a saddened Juan. "I'm really not discouraged, just mad at myself for jumping ahead and not following directions as I should have. After all, you've been saying all along that building a foam wing isn't hard, it's just different. I'll just go slower and learn the differences, I guess. Thanks for your help!"

As Juan left, I looked around my workshop and realized that I had a number of building projects of my own. I better get to 'em!

Stay focused...

RMFM Event Calendar, April - June 2009

September 2009 EVENTS

4-6 Labor Day Airshow (ARCC)
12-13 Northern New Mexico Pattern (Santa Fe Club)
17 **RMFM Club Meeting**
20 Brass Monkey Breakfast (Western View Restaurant)
20 Monthly RMFM Fun-Fly (Henry Wood Memorial Field)
25-27 7th Annual Helicopter Meet (ARCC)
27 Scale Meet (Horizon City Club)

October 2009 EVENTS

3-4 J.R. Rice Memorial (Tri City Flyers)
3-4 Socorro Fun Fly
3 Electric Fun-Fly (NMSU (Las Cruces Club))
10-11 **Scheduled Work Party for Field (Put down Geotex)**
15 **RMFM Club Meeting**
18 Brass Monkey Breakfast (Western View Restaurant)
18 Monthly RMFM Fun-Fly (Henry Wood Memorial Field)

November 2009 EVENTS

15 **RMFM Club Meeting**
18 Brass Monkey Breakfast (Western View Restaurant)
18 Monthly RMFM Fun-Fly (Henry Wood Memorial Field)

That's all for now folks - check next month's Calendar!

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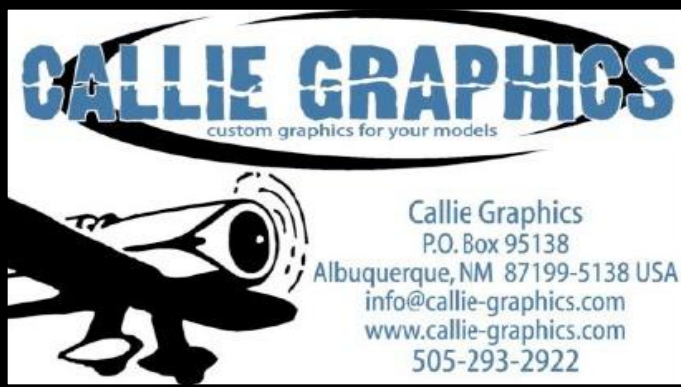
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