

VRCMC MARCH 2010 NEWS LETTER

It's been a month since the last news letter and there is quite a bit to report back on and also a few interesting articles and letters submitted by club members for publication in this news letter.

Informative workshop:

On Saturday 20th February we held our first Informative Workshop, Les Ward did a presentation on RC Batteries and RC Electric's.

The workshop was very well attended by VRCMC members, as well as members from other clubs.

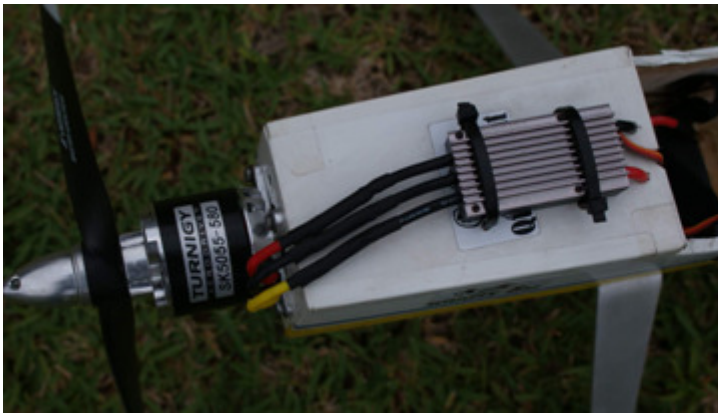


We take this opportunity to extend a big thank you to Les for sharing some of his wealth of electric RC knowledge with us.

There are a few others that made the afternoon get together just that much better. Many thanks to Christo Pienaar for sponsoring the famous Quarry Rat Worst rolls and sousie, "Mr. & Mrs. Bear" for the delicious assortment of muffins and Mark for arranging the ice cold frosty refreshments.



One attendee to the workshop listened carefully and put what he learned at the workshop into practice. Our esteemed Webmaster and club trainer André Kotze has since Les's workshop converted his 40-size Stick to electric power. Using a Turnigy Aerodrive Xp 46 SK series motor, Turnigy 85a Brushless ESC and a FlightMax 4000mah 5cell 20c LiPo battery pack. André reports that flight time with this setup and a 13x8 prop is roughly 13 minutes at half throttle...



Annual Subs:

Thank you to all the members who have paid their subs. Our membership numbers have grown a little and some new social members have also signed up after seeing our wonderful spot at the quarry. Thank you to all the members who have deposited their money directly into the VRCMC bank account. It just makes the committees life so much easier.

Gate Lock:

The new main gate lock is in place and a number of members still have not made arrangements to collect a copy of the new key. Please contact one of the committee members to do so.

Proficiency Levels:

The progress on proficiency level testing has been poor. Proficiency level testing is great fun and members are encouraged to please contact Rudie to make the necessary arrangements to achieve a rating be it Solo or higher and also improve their proficiency already obtained.

Safety at the club:

There have been no safety incidents or near misses to report on. Well done to all of you who have been flying and abiding by the new rules which state that aircrafts must be secured and facing the water before the engine can be started.

Although no progress has been made in regards to sourcing some form of shade, at a reasonable cost, for the Pitts area, the committee is still working toward a solution.

With the increase of electric powered aircrafts been used at the field, please remember that the same rules apply. Airplanes using batteries can take off into people just as easily as any other airplane, maybe even more so because the motor starts without having to be flick started and large high voltage power batteries can also be dangerous when miss connected or treated badly.

Grounds:



Thanks must go out to Ian and his team at Corrocoat SA, for carrying out the repairs, servicing and fitting of a roof to the club tractor (which was way overdue). Maybe now that the tractor has a roof we may get a few more volunteers to help cut the grass in the hot sun.

Thanks to the combined effort from a number of members, the grounds are looking brilliant. In the following weeks, the reeds along the water edge will be trimmed back and "Rat Hill" will be cleared.

The access road is in urgent need of grading. However it has been decided to wait until the end of the rainy season before grading it again.

Looking at the year ahead:

We are still urgently in need of the historical information and pictures leading up to and the establishment of the Valley Radio Control Model club.

The committee would appreciate any suggestions for the next informative workshop. Anyone willing to present a topic must please contact one of the committee members. There is so much hard won information out there amongst the older members in the hobby that needs sharing with other members to improve the hobby and the enjoyment thereof.

Boys and their toys:



Believe it or not ... our Ace pilot Rudie Coetzee aka "Ace VC" or "Ooom Rudie" is amongst the converted and after many years of flying planes and claiming adamantly that he would never purchase one of those "egg beaters", he has now purchased a number of small electric helicopters.

It's almost impossible to get the Ace to fly anything else these days but his electric helicopter and he goes into withdrawal mode when something goes wrong that prohibits him flying them.



We were so intrigued by this change in our "Ace" that we twisted his arm to put pen to paper and tell us what had caused this major change in direction hoping that it would shed some light on events and help other members to understand symptoms they may also be experiencing in their hobby.

What follows below is Rudie's story that he so kindly submitted for publication in this month's newsletter.

The Oooooom's conversion to Heli's... by Rudie Coetzee

For many years I've watched other guys flying their heli's, but I could never see myself flying one. No interest at all. I counted myself lucky for my lack of interest; otherwise spending money on planes as well as helicopters can become an expensive exercise.

During December 2009, I decided out of boredom to buy one small Electric Rotary Wing Flying device suitable for indoor flying. This little heli with its matchbox size Li-Po battery gave me so much enjoyment that I became a Heli fanatic on the spot. This lasted for about a month, and now the feeling that every modeler

knows so well took charge over any reasonable thinking ... "I need more money, I need to go bigger!"

So before I knew it, I was the proud owner of a bigger rotary device, capable of flying outdoors and in light breezes. I was impressed with the Li-Po battery size – 2 matchboxes big! I had even more fun with my bigger heli and enjoyed it for about another month. Then I experienced that Modeler's feeling again... "I need more money, I need to go bigger!"

So now I am the proud owner of a T-Rex 450, and the battery is huge! Battery connectors were a huge problem. You need a Masters degree in soldering to get them to work – that is if you can find the right plugs. Lucky I know a fellow modeler, Barry Mann – (MSwbSI). Now he is the Man! Barry has a BIG soldering iron and makes soldering those big plugs look so easy. So I cleaned the poor Mann out of all his special imported Chinese plugs. For those that do not know what (MSwbSI) stands for – Master Solderer with BIG Soldering Iron.

I found that learning to fly this little beast was extremely difficult, but I mastered the basics after about 3 weeks. I cannot remember when last I had so much fun. I trained with the help of our highly capable and helpful Webmaster, and everything went extremely well, but I needed more! So I got myself a nice Hughes 500 scale body. I flew my Scale heli with great satisfaction, until one day smoke poured out of one of the little scale windows. It looked really cool! One Electronic Speed Controller device fried! That was the beginning of my troubles and introduction to the inner workings of a model helicopter.

So I fitted a new, bigger ESC, and continued with my training until one day after yet another successful flight at my factory premises, all hell broke loose. As I walked over to my heli to disconnect the battery, the little witch got a stray signal from who knows where, and took off without my permission. It beat itself to death against a wooden table. This is where I learned how to fix a heli with the help of the Webmaster and Ian.

So I fixed my pride and joy, and was busy doing the last bit of settings to the radio with the heli next to me on my bed. By accident, I reversed the throttle channel, and again the little beast came alive right next to me. Once again she took off without my permission, and once again she beat herself to death against a cupboard. Not to mention my 2 fingers that somehow got smacked by the rotors. I am still looking for the one blade...

So once again I fixed my pride and joy, and she's flying better than ever. In the process I became a heli mechanic overnight. Sorry to our Webmaster for

harassing him with the numerous phone calls asking for telephonic assistance – a very patient man indeed.

So now I am experiencing that Modeler's feeling again... "I need more money, I need to go bigger!

Oooooom Ace VC

Fixed wing enthusiast & Rotary wing fanatic

Thanks Rudie what a great story and I am sure lots of RC model enthusiasts will fully understand your predicament having possibly experienced it themselves.

Special Projects:

Scratch building, once an integral part of our RC hobby, has been almost entirely replaced by ARF and RTF and it is great to see some RC modelers still building and flying scratch built aircrafts. The satisfaction of taking the project from a pile of sticks and sheets to a flying aircraft must be an amazing experience made even more so by doing your own design work and producing a one off scale model.

The Valley Radio Control Model Club has one such member, Barry Mann (MSwBSI), already acknowledged earlier by our intrepid Ace VC for his soldering ability with his BIG soldering iron.

Barry has kindly supplied a report and pictures for publication in the news letter.

DE HAVILLAND DH98 MOSQUITO 1/9 SCALE ELECTRIC SCRATCH BUILD

My first attempt at scratch building resulted in a MK16 Spitfire, 1/9 scale electric built from a really good set of Mk9 ACAD plans which I modified from the original obtained from the Internet.

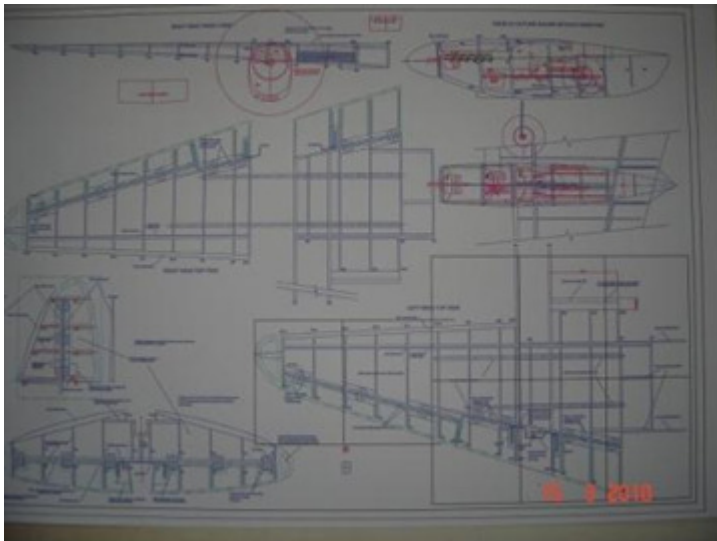


I then decided to build another WWII favorite of mine, the DH98 Mosquito, and again turned to the Internet in search of a set of plans, but I think the quality of the Spitfire plans had spoilt me, as I could not find a Mossie or any other plans which measured up.



I then ordered a set of plans from Traplet Publications in the UK which were drawn by Brian Taylor, but when they arrived they were hand drawn copies from a good few years ago, again sadly, not at the quality I had come to expect after building from the plans of the Spit.

Next I set about using the overall dimensions from these plans and created an ACAD drawing in 1/9 scale with modifications such as electric conversion, fixed centre wing with removable outboard sections, simpler fuselage and wing construction, detailed engine nacelle construction and lots more. The plan is constantly being added to and modified as I build the various modules.



The plans took a couple of months of hard work before I got to the stage where I could start building and this began in the middle of December 2009 with the easy bits first, the tail plane, elevator, vertical fin and rudder.

I think you call all these bits the 'empennage' or something, anyway mostly balsa construction with a 0.7mm birch ply skeleton for the elevators and rudder to give them a little more strength. The rudder skeleton can be seen on the right of the cutting mat next to the drawing.

Now for the big bit's, beginning of January 2010, cut out all the fuselage formers about 50 pieces in all from 3mm lite ply using a hand **fret saw**.

The fuse is made in two halves and then glued together much like the full size Mossie was built. The trick here is to ensure the work surface is perfectly flat, mine is screwed to the work top at each end and adjustable up & down in the centre. This is where having the plans in ACAD format really shine; I print out the required plan part onto A4 sheets and then join them together.



The ACAD drawing is within 0.01mm tolerance and the printout isn't far behind that giving a really good re-producible drawing, easy to make a new drawing for each fuse half. Once all the fuse bits are assembled on the drawing then it was planked with 2mm balsa strips between 6 & 10 mm wide, complete the second side (mirror image), fit the control pushrod tubes, retractable tail wheel and await lots of sanding.

Middle of February by now, time to start the wings, about another 40 or so ribs and bits to cut out for both wings, to date I have the LH wing together with the top sheeting complete and the RH wing with some sheeting added. Still a long way to go...



Barry a true modeler we applaud you and cannot wait to see your latest project take to the skies.

That's it for this issue of the VRCMC News Letter. We hope you enjoyed the News Letter and look forward to seeing you down at the club...

David Charls
VRCMC Chairman