

Silent Knights Soaring News

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Issue No. 2

Editor's Note: Please email me with items you would like to share to ensure material for the October issue. RobertB578@aol.com

Presidents

"Well, we're halfway through the summer and how much better could the flying be? I can think of only one occasion when rain stopped me from flying. It has been a little warm, but I've been flying from my car with the a/c on and my antenna through the sunroof.

So what's the latest craze? Jets. I started it, Bill Groft took over, now we'll have at least 2 others flying shortly. Motors and batteries have become so advanced, it's amazing how that little fan can power these little planes. If you're looking for a little diversion from the usual, I'm sure all who have one would recommend it.

And speaking of batteries, let's talk lipos. Everyone seems to be getting them these days. We don't have a lipo charger in the birdhouse, so you must bring your own. Until we get a charging station setup for these, be extremely careful while charging. For that matter, always be careful no matter what battery type you're charging. I've seen some nicads get hot on the charger. I know you'll all be careful.

Bob Cauffman has been kind enough to donate a collection balsa, covering, hi-start and tools recently. Thanks Bob! What I'm going to do is post a list in the birdhouse. If you want something, put your name on the list. If two people want the same thing they'll have to work it out or draw straws. This will be done in the next week and end on August 20th. This is primarily for folks that build with balsa and use heat shrink covering. The list will not be sent or e-mailed, you must go to the Birdhouse to sign up.

Lastly, sometimes an e-mail is sent out to SKSS members as a group. If you would like to be on this list, send an e-mail to me at terry@terry.cx with the subject "add me to the e-mail list". Have a great summer and I'll see you at the field. Terry. "

IMPORTANT NOTICE

This Newsletter has been mailed to all current paid Members. If you receive this Newsletter but have not received Club E-mails, please respond to Terry as outlined in his message. This will ensure that your email address is current and that you will receive future emails.

Sailplanes and More

Flying season is in full swing; our June ESL contest is past (a report of this contest by Jim Faassen can be found on the club website [www.SKSS.org], and our successful May fun-fly/picnic saw lots of members in attendance. There have been some great soaring days recently and John Lane has

Silent Knights Soaring Society

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AMA Chartered Club # 950

been flying his Manzen(?). You'll remember from the April issue that Jim Faassen crashed his Zenith and created a hybrid from a Mantis wing and a Zenith fuselage (his 'Zentis'). Jim continues to keep us informed with a report of John Lane's efforts to repair the Zenith wing and attach it to a Mantis fuselage. Read on.

The Manzen Makes the Scene

Jim Faassen

The previous issue of the newsletter carried an item describing the creation of a hybrid sailplane using a Zenith fuselage and a Mantis wing – I called it the Zentis. The task of producing that bird pales in comparison with what John Lane did with his invert hybrid – made from a Zenith wing and a Luckenback-Mantis fuse – tentatively called the Manzen. I call it a Zenith wing, but in the form it was in when John received it, perhaps a better term would have been a piece of junk. This molded wing was on a plane which had been pulled out of the briar patch, and each of the three wing sections had multiple gashes sliced through from the leading edge to the spar. In my mind I had it consigned to the garbage can at first glance. John, being on the scene at the time, allowed as how he needed something to do for the winter, and offered \$5 for the wing. I told John that he could have the wing, and if he got it to fly I would give him \$5.

He did it! He cleaned up the gashed edges, glued sheet balsa supporting ledges inside each gash, and then tailored sheet balsa inserts to fit each gashed area. The inserts were then glued to the support ledges. After sanding the inserts flush with the main wing surface he glassed over each of the many patches, top and bottom, and painted the

whole wing. Having determined that the patching scheme worked, he then procured the fuse, installed a V-tail which he had on hand, mated the fuse to the wing, and was ready to fly, save one little problem. John has an Airtronics radio system – the original Airtronics system – the one with the backwards wiring polarity. Having been out of practice on the wiring bit for awhile, John burnt out two servos before he got it right.

On the day he brought the plane out to Big Pond Field for the maiden flight, better known as the dry-mouth flight, there was a decision to be made. Should he opt for a hand toss first, or go for broke on the winch. Neither Bill Jordan, who was on hand, nor I volunteered that we had enough horsepower left to risk the hand toss. John was nervous about tossing it himself,

fearing that if the plane took an errant direction, he would be too slow getting the Tx in hand to make corrections. Although everything on the plane *looked* OK, there was still some nagging uncertainty about the tail incidence and the wing integrity. However, the winch launch seemed the only option left. So, the decision was made that I would work the winch and John would fly the plane, launching with the flaps in neutral.

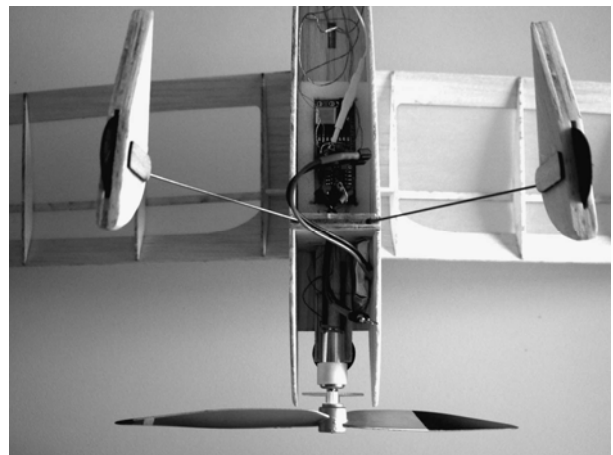
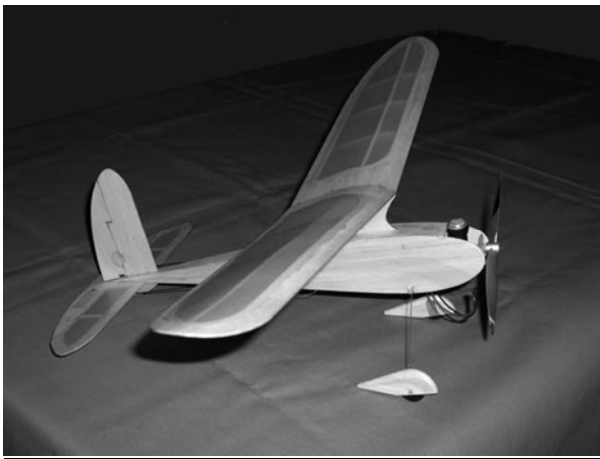
So, I wound up the winch line, gave the plane a big shove, and it went up with nary a quiver. Better yet, it thermalled like a buzzard. And, on subsequent launches it withstood some wicked zooms. The only change made was to take a half ounce of lead out of the nose. To top it all off, this plane does not look like a patched up rag doll. It is unbelievably beautiful. Hopefully this will finally lay to rest the myth that molded wings can't be repaired. Just ask John. Now, the line is open for suggested name changes from the original moniker of Manzen. Given the history of the wing, Bill Groft has coined the leading candidate at the moment – the BushMan. Make your suggestion to John Lane.

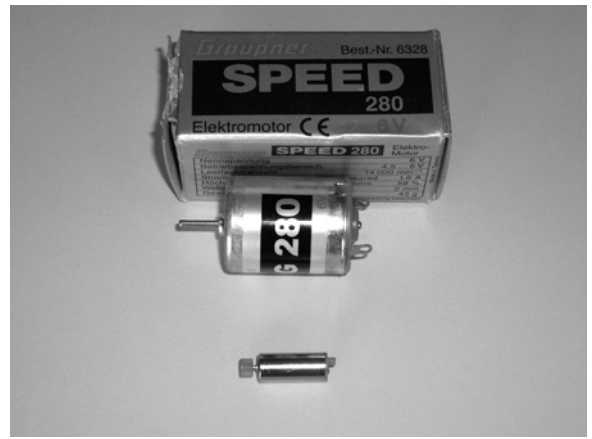


Electric Corner

Electric powered Ducted Fans! Have you seen Bill Groft's or Terry Lisansky's electric ducted fan models fly? Terry has been flying an Alfa Models Mig 15 powered by a Razor 400 brushless motor and the fan included with the kit. This model without a landing gear has enough power to take off from grass, is fully aerobatic and looks great in the air. The kit is available from Hobby Lobby (www.hobby-lobby.com). And Bill Groft has been flying his FA18 Hornets (yes, he has two). The FA18 EDF is hand launchable with a gentle toss, is very fast, performs aerobatics limited only by the control configuration and looks and sounds great while flying. After a full throttle pass, vertical performance of about 200 feet is easy. The unique aspect of the FA18 model is that it uses 'tailerons' or 'ailevators' as the only controls. The horizontal stabilizer is full flying and each half (left and right) are controlled by individual servos. When the servos move in the same direction the stabilizer functions as an elevator but when they move in opposite directions the stabilizer(s) functions like ailerons. Power is a HET RC brushless motor. Awesome; check out www.warbirds-rc.com for more information on this and other EDF kits.

At the other end of the spectrum, I've been experimenting with some micro-rc things. I've built Dave Robelen's little (14 inch wingspan) micro Waco SRE (not flown as yet) and the Stevens Aero 'Liddle Bug' which has flown a number of times. Both use the DWE RFFS 100 receiver/esc combo and magnetic actuators rather than servos for control. Both were designed for the M20LV (10mm) motor and a 5" prop. I saw a report on the slowfly forum (www.slowfly.com) that the Liddle Bug flew nicely on a red Super Slicks motor and a GWS 5x4.3 prop. The Super Slicks motors are only available from Toy'sRUs and they're used in their Super Slicks RC micro cars. The red endbell motor and an orange endbell motor are available as a 'hop up' kit for the cars. The two motors are sold as a package for \$7.99 and for \$3.98 on sale (often). I picked up a couple of motors, a 6:1 gearbox from DWE, a GWS 5x4.3 prop (reshaped and painted silver) and a 145 mAh Lithium polymer battery (Kokam) and installed them in the Liddle Bug together with an RFFS 100 receiver and two magnetic actuators. The pictures show (1) the Liddle Bug, (2) the equipment installation, (3) the Liddle Bug in flight, and (4) a 'red' Super Slicks motor in front of a Speed 280 to give you an idea of the small size. The Liddle Bug is an easy to fly airplane and it flies very well indeed; the longest flight to date is 19min 49 seconds on that little 145 mAh battery. If you are interested in micro-r/c the Liddle Bug is a great way to start.



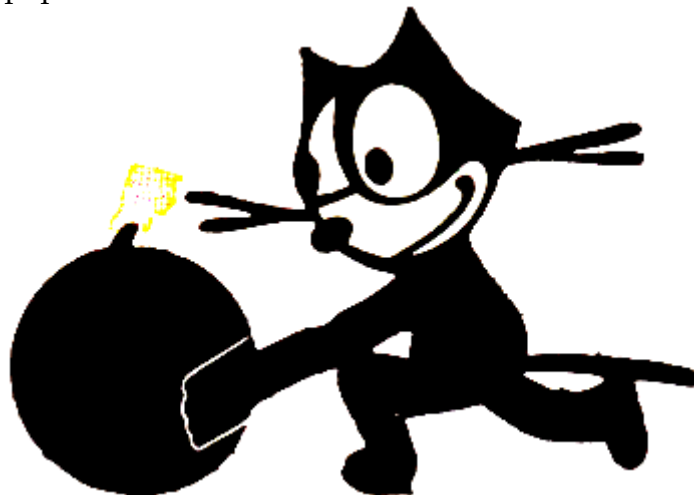


How to: Water Slide Decals

Several people have asked me where I got the decals I used on my Switchback, WingE and MicroMaster and they were surprised when I replied I made them. Others may want to make their own so here's how I do it (nothing original here!). First, gather the artwork you want to make into a decal. You can draw it on your computer using a graphics program, use "Word Art" in Microsoft 'Word", download it from the web, scan it from another picture, use 'Clip Art' or a CAD program. However you create it you need to get it into your computer so that you set appropriate colors and adjust the size appropriate to the model you will use it on. You will need some 'Inkjet water slide decal paper' available, for example, from MicroMark or www.decalpaper.com. Ink jet decal paper comes in white and clear so depending on your final decal you need to get what you need to use. Inkjet printers can't print in white so if your artwork needs white remember to use white decal paper. Also remember that using clear allows the background color to show through the decal where there is no color and that colors of the final decal will be influenced by the background color (inkjet decals are not totally opaque). For example, the AMA number on my WingE (RIP) was printed in dark blue on clear decal paper. When applied to the yellow LiteSpan covering, it appeared almost black; conversely when the USAF stars printed on white decal paper were applied to the yellow Solite on my Switchback they look fine. Once you've printed your artwork on the decal paper (use the high quality setting on your printer) you need to overcoat the ink with a clear spray. I've used Krylon gloss clear and Delta Stencil Magic satin topcoat. I use two fairly heavy coats allowing the first to dry thoroughly before applying the second coat. When dry, you just cut out the decal and apply it to the model as you would any commercially made waterslide decal (e.g. soak in water for 30 seconds, slide it off the backing paper, position it where you want, press down and blot with tissue then let it dry).

Don't have a computer?? You can still make waterslide decals by drawing on the decal paper with permanent ink marker pens (i.e. Sharpie™) which come in a variety of colors. You must overspray as described above to complete the decal before applying it to your model.

It's an easy way to customize your model or to add scale detail to a scale model (see VF 6 squadron emblem below) – try it. I'm sure creative minds will find other ways to use this blank waterslide decal paper.



Silent Knights Soaring Society

2005 Calendar of Remaining Events

Regularly Scheduled meetings.

August 13, 2005 (at the field: 10:30 AM)

September 10, 2005 (same)

October 11, 2005 (same)

November 8, 2005 (at EF Technologies at 7:30 PM)

Fun Fly/Swap Meets

September 25, 2005 (note event is on Sunday)