



Wing Busters



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First Flight for 2010!

By Dave Lemee

T'was the night before New Years and all through the fields,
Not a plane was up flying, it was quiet, not a sound.
Out came one brave soul, model aircraft and all,
A few minutes past midnight, with his heli and controls.
The snow was deep, the temp well below,
But Ted was determined, to be first flyer, HO HO HO.



Our official first flyer of the season was Ted Broderick with two First Flights of the day, one at 12:06 AM, and the other at 10:30 AM. With his Trex 450 complete with a set of navigation lights he hovered and flew around the snow covered field. The temperature was hovering around freezing but that was not to stop this determined pilot to be the first of the year. "I wanted to make sure I was the first to fly." was one comment that Ted made during his interview. We can point the finger at Bob Mandeville for starting this whole "First to Fly" competition. I wonder if he ever thought someone would take the challenge so literally and fly six minutes past midnight?

Later that morning another potential first flyer appeared with two of his grandchildren. Dave Whitney arrived around 10:45 with his newly configured Mini Mag foam airplane complete with floats. He was a bit disappointed to having been the second flyer of the new year, but thrilled to try out his floats in the snow. His two grandchildren were busy making a snowman to welcome club members, it might even still be there next to the Wingbuster's welcome sign. They continued to

create some other snow creations and even made a "snow plane" using Dave's plane as a template.

I wish everyone a safe and happy flying year. Keep an eye out for Frosty the Snowman as he might be flying at the field sometime! Over and Out!

[Ye Editors Note: Congratulations to Ted – That's what happens when you work the midnight shift!! Nice going! And, thanks for the story Dave.

I claim credit for the 'Last Flight of 2009". As I left the field, snow was falling in the late morning of December 31 (unless someone else flew in the snow storm! ☺)]

Final Flights



Most all of you know by now of the untimely passing of our friend and fellow Club member, Leo Coffey of Plymouth in early December. Leo was a member of at least 3 area Clubs and he was known for running area contests and Flea Markets. Leo had had heart problems in recent years, and that is what finally took Leo away from us. His wishes were to have no wake and no funeral. We offer our sincerest condolences to Leo's wife and family.

For some of you who have been around the area RC scene for a while, you may also remember John Scott. John passed away last weekend. For the past several years, John had been using a portable O₂ bottle so he couldn't be that active on the flying field, but he was always around the South Shore field visiting with his friends. John had no other family to speak of, so the RC fraternity was his family. We have no other details to give you at this time.

Here is wishing Leo and John clear skies and a tailwind. You'll be missed, friends.

Chilly Fun Fly!

OK folks, mark your calendars for Sunday, February 7!! That's our annual Chilly Fun Fly! BJ Russo promises to have a smörgåsbord of Chili this year – he's arranged to have at least 3 different chili's for you to sample along with other tasty treats.

Everyone asks the same question every year – "What time does it start?". We'll make it official this year. The time on Sunday, February 6, is 9AM till Whenever!

Bring something to fly, and bring an appetite. The Fun Fly is for Club members and families, and bona-fide guests. And, if you happen to want to bring a little something of your own to share, feel free to be creative! See you there!!!

Wingbusters Club Social

The Fifth Annual Wingbusters Social will be on Saturday evening, February 20, at the Monponsett Inn from 6:00PM till 10:PM. Dinner will be about 7:15PM so there will be plenty of time to arrive, unwind, and enjoy a great time. Tickets are \$27 and there will be a cash bar and DJ. Everyone had a great time last year, especially with the DJ, and we're expecting this year to be as good or better.

You've all received email and postcard notices by now, so please respond to Jim Lane by February 13. Jim's address is 52 Cobb Lane in Scituate, 02066. His phone is 781-545-3985 for more info. The Monponsett always puts on a good time for us, and the food is excellent. So, like the man on TV says, "C'Mon Down!!!"

Congratulations

When any of you see Dave Lemee at the field, give him a pat on the back. Dave just recently completed his Masters Degree for teaching. For anyone who's done that, you know that's a lot of work! Nice going, Dave. Congratulations!

FPV

A lot of us have been experimenting with video cams at the Field and having a ball. From here, it's only a short hop to flying with FPV's – First Person Vision. With FPV you fly 'from the cockpit' with virtual goggles. It's cool! I've already had a little experience with this myself after sampling my nephew's Christmas RC car running along the living room rug. It's an odd sensation, and its fun, and its inevitable!

The AMA endorses FPV with a very Common Sense approach. Here's what is written in Document 505:

First Person View Operations

1. An FPV-equipped model must be flown by two AMA members utilizing a buddy-box system. The Pilot-in-command must be on the Primary transmitter, maintain visual contact [that is, without goggles], and be prepared to assume control in the event of a problem.
2. The operation range of the model is limited to the pilot in command's visual line of sight as defined in the Official AMA National Model Aircraft Safety Code (see Radio Control, item 10).
3. The flight path of model operations shall be limited to the designated flying site and approved overfly area.
4. The model weight and speed shall be limited to a maximum of 10 pounds and 60 miles per hour.
- 5.

That being said, get your goggles on!!

Configuring RealFlight for Multiplayer

I decided recently to configure my RealFlight G5 to see what it was like to fly online. I thought that if you see what I did to get set up, and you can use this information to get online too! This will also work with other RealFlight versions and perhaps other makes of Simulator software.

But first, the (usual) disclaimer. If you're not totally confident with changing some settings on your PC and Internet hardware (Internet modem and/or router), find someone who is. You can foul up your system badly. Think about the repercussions if your wife can't get to her email when she wants to. It'll be worse than if you had screwed up the recycling!

My system uses a router. If you do, you'll need the manuals for your router as well as your Simulator software if you're using other than G5. First, get the IP address for your PC by clicking Start>Run. Then type "cmd" (without quotes) into the "Run" box. A black DOS box will open with a C:\ prompt. You may get something like C:\> or C:\Documents and Settings>, etc. Type in the command "ipconfig" and press Enter. Several lines of information will show. Make a note of the line containing your IP Address, i.e., "192.168.1.101". Close the box.

In Windows, you need to let RealFlight get past your firewall. Click Start>Control Panel>Security. The next screen will have windows showing your Firewall settings (it's usually set to On), with a couple other lines for things like Automatic Updates, Virus Protection, etc. Below that you'll see some icons below a line saying "Manage Security Settings for:". Click on Windows Firewall. A Windows Firewall popup box will appear. Click on the General tab. Make sure that the "On" box is checked and the "Don't Allow Exceptions" tab is unchecked.

While in that window, click on the Exceptions tab and make sure that RealFlight G5 (or whatever program you're using) is checked. If RealFlight doesn't show up, you can Load it from this screen using the "Add Program" button.

From here, it's time to configure your router if you have one. From the Router manual determine its IP address as well as the Username and Password you'll need to get in. The address is typically something generic like 192.168.1.1. Open your web browser and type in that number the same as you would any Internet address. To 'enter' the Router, you'll need to get past the Username and Password screen. For mine, the username was left blank and the default password was 'admin'. Your Router's settings should show up.

Once in, I looked around for anything that would have something to do with Ports. My Linksys had a tab titled "Applications and Gaming". I clicked, and Voila!!! There was the screen showing the ports I needed to edit. Your results may vary.

RealFlight manual says to use ports 61234 to 61250 and 61300 to 61316 with UDP Traffic Protocol. In the various boxes on the screen, I entered the following: For Application, I entered RealFlightG5. For Start, I entered 61234. For Stop I entered 61250, for Protocol I selected UDP, and for the IP Address (that we got from the

PC) I entered 192.168.1.101. I then checked the Enable box and saved the settings. It took longer to type this than it did to change the settings.

FYI, G4.5 uses the same port settings. In fact, G5 only needs 61234 to 61250

That did it!! There was no need to configure my Modem, though you might.

How to Glass a Wing

For all of you guys with winter projects going, this article might prove timely. The January 2009 issue of AMA Insider had an article how to properly glass a wing center section. If you've had an urge to try this, here's a good How-To for it. If you're not careful, you might learn something. ☺ I also have two personal notes to bear in mind while you read the following:

First, I've noticed that a lot of recent-era ARF's don't require you to glass the center section of the wing any more. I don't know why this is so, but it makes me nervous. I always do, regardless of the instructions. The bottom of the wing is more important than the top, but both sides should be glassed.

Secondly, my only experience with polyester resin (mentioned in the article) is from using the Sig product, and it smelled to kingdom come, so be forewarned. Bear this in mind before applying it in the workshop of a closed-in house in the middle of winter. K&B might be odorless, I don't know. But I have always had good luck using epoxy resin (almost totally odorless) anyway.

[by Scott Wilke, from the Milwaukee Area Radio Kontroll Club, Milwaukee, WI]

Many folks have asked me how I manage to get such a smooth polyester resin center section on my wings. Believe me when I say that it wasn't always that way! However I found that following these techniques, while taking a little more time and effort, is quite effective.

1. Make faint pencil markings 3-4 inches apart, as a guide on the center section indicating the width the glass cloth and resin will cover.
2. Cut two pieces of glass cloth to the proper width and length. For the wing bottom, cut a length that just approaches the width of the wing (chord) but does not go over the leading or trailing edges. Next, cut a length for the wing top that goes over the top, around the leading and trailing edges and overlaps the bottom glass cloth about ¼ inch or less on both ends. The purpose of this is to keep your seams, if any, at the bottom to avoid having to mate the two pieces at the exact center of the leading and trailing edges where it can be quite difficult to get the cloth to lay down.
3. Mix up about ½-ounce polyester resin and put one drop more hardener in the mix than the instructions call for. This works great with K&B resins but might be a little too hot for some other brands. Test your brand before you try it as you will need about 10-15 minutes working time. Using light pencil lines you made before as a guide, paint a light coat of resin on the center section bottom, just enough so that it is almost absorbed into the balsa, but not entirely.) Note: This is important and you should avoid excesses here, a

little less than more would be better.) Next, lay the bottom piece of glass cloth on the resin and work it into the resin with your fingers, working all bubbles or wrinkles until it lays flat. You should have good lighting and look at the work from all angles to make sure it is lying perfectly flat. Also, if you are sensitive to the resin, you may wish to consider wearing rubber gloves. Repeat the above procedure on the top except you will also be painting the leading and trailing edges and overlapping on the bottom. If you think you need more resin to get the cloth to stick, particularly at the LE or TE, use your fingers to paint it on because the bristles of your brush will sag the cloth.

4. Let the resin cure for 24 hours in a horizontal; position to avoid drips from forming.
5. Mix up another ½ ounce of resin and paint it over the already hardened surface until you can see the cloth is completely filled and the surface is smooth. Let it cure for 24 hours.
6. Cut off the cloth that covers the servo or wing bolt openings. Sand the center section lightly to remove stray cloth fibers and to blend the resined center section into the rest of the balsa wood. If you did the job right you will have very little or no sanding at all. Isn't that what you wanted in the first place?

For Sale

Are you might be in the market for an amphibian? Jim Walroz has one up for sale. Jim writes: "I would like to sell one of my airplanes. This one flies very well. It's very responsive to control inputs. I've flown it twice. Motor is .61, and a Hitec Transmitter with charger comes with it. It's basically ready to fly – just charge it up, start it up, and go! There is nothing wrong with it. It's ready to go. Asking price is \$250. Contact Jim at jwalorztrucking@beld.net



Equipment Check

Something funny happened to my plane at the Field last November. I happened to turn on it on before turning on my Tx. All of a sudden, all the control surfaces started doing a jitterbug. I was near another pilot who was flying on a channel adjacent to mine. After he landed, we talked about it and did a few tests. Not only was his Tx was getting into my plane, my Tx was getting in to his too!!

We agreed that both rigs needed to be checked out. I sent my Tx and Rx off to Radio South ***knowing*** that it would come back with a clean bill of health. It's

never been in a crash. So, the problem *had* to be with that other guy's radio, after all. Well, I figured that I'd be a good guy and go through the motions anyway.

A week later, I got a call from Ben Pham at Radio South. What I had expected him to say, and what he actually told me were two different things. Ben was 'supposed' to tell me that there would be a minimal charge for checkout, and that everything was good and tight. I had that smug feeling you always get when you're right.

Yeah, right.

Ben told me that the Transmitter had blown a capacitor, and that only good thing left on the Receiver was the crystal - the whole RF deck was shot - not worth repairing. So much for feeling smug.

You can draw your own 'moral-of-the-story' scenario here. My Tx was my main radio (I have a few transmitters) and I've always been careful with it. My airborne gear had never shown any signs of trouble before. I never thought twice about lighting off my tx when someone was on the next channel, but the next time this situation presents itself, I'll be a little more watchful. I thought I'd pass this along.

Remember, if one RC system had problems, it doesn't mean that the other system is 'clean' by default. What's the age of your system? Could it use a little checking out? It's cheaper than a new plane and turn-around can be quick this time of year.

Then and Now

How about comparing today's prices to those from an ad run in the September '66 issue of RC Modeler Magazine. Oh look!! There's a scantily clad girl in the ad! This brings back memories of what it was like to read the old RC Modeler magazine.

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