



# Flight Lines

## Lakeland R/C Club Inc

### July 2016



#### Next Meetings

July 13, 2016

August 10, 2016

There will be a presentation at 7pm before the August meeting

Visit our Web-site:  
[www.lakeland-rc.com](http://www.lakeland-rc.com)

All meetings held on the Second Wednesday of each month at:

**Waukesha State Bank**  
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Oconomowoc, Wisconsin

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#### Upcoming Events

7/30/2015 Lakeland RC Fun Fly

Aug 18-21st Fond Du Lac Warbirds and Classics over the Midwest event, Wellnitz Field Fond Du Lac

#### June 8, 2016 meeting minutes

The meeting was called to order at 7:30 with 21 members in attendance.

#### Announcement

Long standing club member, officer, newsletter editor and archivist Jerry Reichow has passed. Jerry was a mentor to many in the club over the years. Jerry has asked that donations be made to his church and the Make-A-Wish Foundation.

There was a motion about making a \$50 donation to the Make-A-Wish foundation,. After some discussion, the motion passed.

#### Presentation

Rikk introduced Cindy Sarkady from the University of Wisconsin, who made a presentation about 4H. Cindy is a 4h Youth development communicator from UW, working for the Waukesha County Extension. Waukesha county is 60% urban and 40% farms. Cindy was tasked with growing the 4H program in Waukesha County. A few years ago, 4H started an alternate program for youth development. For example, Waukesha now has 4H SPIN clubs, offering short term, high educational activity programs as an alternative to their more conventional farm-associated activities. One such club is a Rube Goldberg SPIN club, started by an engineer. Cindy came to us to see if we had any interest in starting an RC spin club. She is asking for volunteers who will share their expertise, over the course of 6 lessons about RC.

There is a volunteer screening pro-

cess, and some initial introduction material., and there would be opportunities to exhibit at the County Fair. Right now, there are no resources to buy materials. In the future, there are plans to seek funding for Spin clubs, but there is nothing currently available. Alternately, parents can pay a fee to help pay for materials. The age range is up to whoever puts on the classes, from fairly young kids to 19 year olds. Volunteers would set the date and location, and class sizes would be fairly small, as few as 5 or 6 kids. Cindy would help find a location to have the meetings. The minimum total class time would be 6 hours, which can be 2x3 hour sessions, or 6 1 hour, etc. The length of the class can be anything beyond that 6 hours.

Showing an end result at the Fair is not necessarily a part of the SPIN club, it would be up to the volunteer (s) guiding the program.

Dan suggested having a single 6 hour session at the field, ending with Stick time on a plane.

Holger mentioned that this would give us an opportunity to work with older kids, who would be more likely to pick up the hobby and run with it.

Anyone interested in volunteering to mentor or assist mentoring a SPIN club, please contact Rikk or Todd Weiler

#### Show and Tell

Dave Mohr brought a Fokker D-7 he recently acquired on a "crap retrieval" trip with Rikk. He hasn't yet decided whether to restore and fly the plane or resell it. Dave paid \$50 for this model with servos, but no motor or battery.

Dave also brought his existing PROTO-X micro quad, with two sets of 3D printed wings that make it look like a TIE fighter from Star Wars: the Force Awakens. The wings protect the props from impact with walls, etc.. The wings cost about \$5 for two sets. Dave found them on eBay under the name "TIE fighter bumpers".

Tom Schweitzer brought loads of RC equipment he found while cleaning out his basement. In addition to an on board ignition setup he added to the raffle, and a couple of other items he donated, there were various control line accessories, sets of covering material, books, some "historically significant" sandpaper, and various other accoutrement.

Rikk discussed RAF's annual sailplane day, to which he brought his 2m hi-start sailplane. The weather was unfavorable, and Rikk found that, with the aid of a hi-start, he could get his 2M plane to do 3D. He managed a vertical takeoff, a sudden descent towards the flight line, followed by a smooth, if accidental landing. One of the visiting sailplane club members tossed it to sort out the issue, but the steep angle of the throw caused it to stall and nose in. After some berating by Jim Zahorik, Rikk remembered that the last time he flew the plane, he had decided to never fly hi-start again and had removed all the weight from the nose, with a plan to add electric power. After adding the weight back to the nose, the plane flew much less dramatically.

Rikk also brought an OS Sirius FR5-300 5 cylinder, 4 stroke radial engine. Rikk was directed to this buy on eBay by Dave M, and fully blames him for the purchase. The seller had it up for \$1500. Rikk contacted the seller, who wasn't an RC guy, and managed to get him down to \$420. This engine is a bit rare as it is discontinued. Upon receiving the engine, Rikk found the carb and crank frozen. Rikk heated up the engine and carb with a hot air gun. Unfortunately, once he was able to turn the crank, he found only one cylinder had compression. When he removed the rocker heads, only 3 of the 10 valves actually worked. He found the rockers were gummed up pretty severely. Rikk

went on vacation and left the engine soaking in methanol to loosen up the shellacked innards. Rikk then presented a highly detailed diagram to explain the internal mechanics of a radial engine. Upon returning, he found the engine no better than when he left it. Incidentally, the OS instructions indicate that the engine should be stored with kerosene to keep it functioning. Rikk contacted the seller, who stated that the engine was gummed up when he got it, so he "had to take it apart".

With a growing sense of Dread, Rikk took the engine apart, and found the cam followers in the crankcase were also stuck fast, and apparently the relationships between the geared bits (crank, reduction gear, cam) were not reassembled correctly and the timing was very far off. Luckily, the bearings were in good shape once Rikk managed to clean them up.

He managed to loosen the cam followers with a bit of music wire and some heat. Once he freed the cam followers, he found they were black with caked on castor oil. He also found the Pistons were in great shape (as he had to pull all the heads to fix the cam followers).

The rocker pivots were also caked black with castor, but once Rikk had this all cleaned up, he found the timing setup was easy: He just had to align timing marks on the gear train when he reassembled it. The engine has not yet been run, but seems to be set up correctly.

Dan K asked how people get these things to run with 5 glow plugs. Rikk brought out the box, and apparently the engine came with 5 glow plug wires that are to be connected to 2 "D" sized batteries to get all cylinders lit at once. The "D" batteries were woefully inadequate, as each plug will need 5 amps, and should have an on-board glow driver. The engine is essentially 5 .61 sized glow engines, and should turn a 5X28 prop at 7,000 rpm, and runs off 18% nitro glow fuel. Apparently, engines of this type have been converted to gas with the addition of spark plugs and a sensor/ignition circuit.

Tom Schweitzer brought up that when full scale radials are started, they usually only run initially on the top cylinders, as the carb configuration only primes the top cylinders, and the engine has to run a bit to get fuel to all cylinders.

There was some concern about the exhaust setup as this engine came with short straight exhaust pipes. Rikk had noticed that, as currently configured, the exhaust would all be directed

at the firewall, covering it with oil immediately. There are exhaust collector rings available for around \$200 but they are either used or after-market, as OS no longer makes these engines.

### **Secretary/Treasurer's Report**

Dues deposited brings the balance to \$2365.19. Anticipated expenses for fun fly preparation will bring the balance down in the next months.

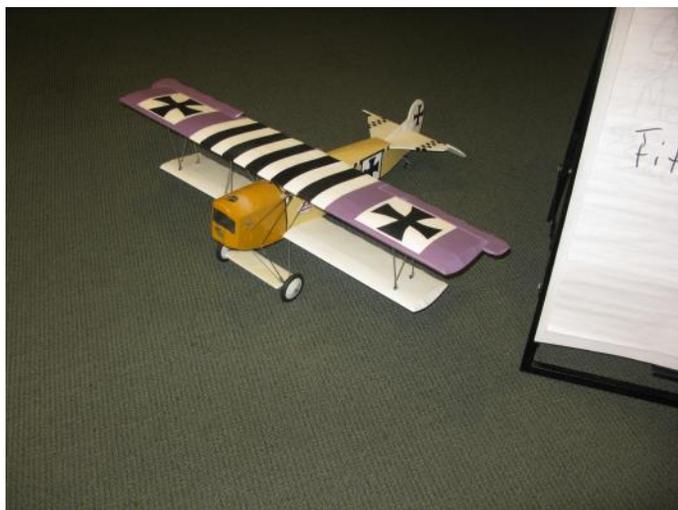
### **Committee reports**

**Banquet:** Turnout was down this year, so Holger suggests we send out a questionnaire regarding the timing of the banquet. It was suggested we hold out a bit to do this until the date gets closer.

**Fun Fly:** Rick May indicates everything is running smoothly. The BSA involvement will be helmed by a new person this year. Rick will meet with the new folks out at the field in a couple of weeks to discuss logistics. Several people have signed up for preparations and fun fly activities. he still needs volunteers for the safety team, mowing, trimming, and a tables team for clean up after the event. John Slatinsky will do flight line safety. A giant scale builder Rikk knows from Madison may be attending with some really large, im-

pressive scale planes. Todd Weiler is coordinating parking with the BSA. Dave and Rikk will put up signs prior to the event. Holger is planning to have an extra tent set up for more senior visitors. Dave M and Mike F suggested adding a temporary flight line farther out in the runway as the actual flight line, and using our current flight line as a crowd fence, to allow more room for pilots and trailers, without forcing the public to walk through pilot's tents when walking from one end of the site to the other. Rick May will work with Parking to figure out if this is feasible.

Field cleanup. A list was published in the newsletter from Pat Murphy of large projects that he would like to see tackled. Dan discussed what needs to be done with the Tetrahedron, Holger will work on the gate. Rikk indicated that the site owner has a pile of old pavers we can use to pave the shelter. For about \$50 we can get enough bond to set the pavers, but there is considerable work to be done (boundary construction, compaction, leveling, etc). Two members also discussed the cost of replacement carpet (\$.32-\$0.49 per square foot). There was additional discussion about the logistics of setting pavers with several yards of sand, etc.



Dave Mohr's internet-find Fokker D7



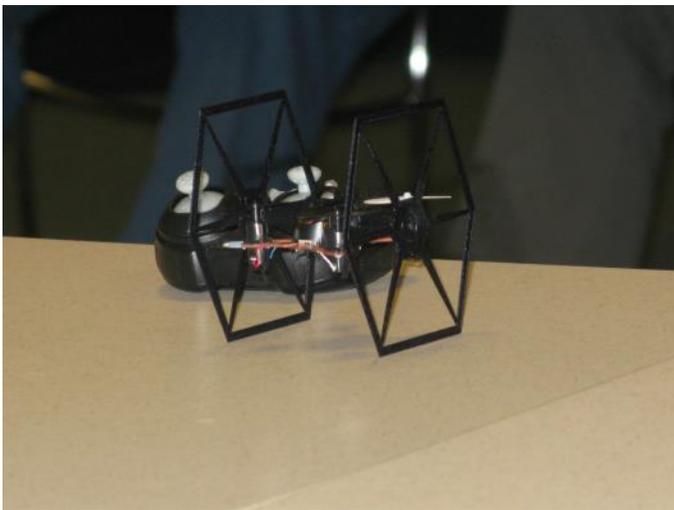
Dave's D7 seems like a pretty good deal for \$50 with servos



Somewhere here is Dave's ProtoX with 3d printed



There it is.. This looks really great flying around



A better view: the T.I.E. wings protect the props from some impacts



Rikk Wolfs begins the painful saga of the 5 cylinder OS Radial he bought from eBay



...and it was seized here, and this was caked with old castor, and this was in backwards, this part was ok... no, wait, it was caked with castor too



After extensive cleaning and rebuilding by Rikk, this radial is a pretty impressive engine



## Application for Membership Lakeland RC

### Club

Name: \_\_\_\_\_ AMA Number: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ St: \_\_\_\_\_ Zip: \_\_\_\_\_

Birth Date: \_\_\_\_\_ E-Mail Address: \_\_\_\_\_

Phone: (Home): \_\_\_\_\_ (Cell): \_\_\_\_\_

Junior Membership     Probationary Membership     Associate Membership (Flying Privileges)

With the completion of this form you become a Member of the Lakeland R/C Club in the category that you applied for. As a member you are allowed, on a limited basis, to participate in Club activities and use of the Club flying field facilities under close supervision. Prior to engaging in flying activities you must be a member of the Academy of Model Aeronautics (for insurance purposes).

A copy of the Lakeland R/C Club By Laws and Field Rules are attached which explain in detail the privileges and responsibilities of your membership category. Safety and courtesy are the utmost importance when using the flying facilities. Bylaws and Field Rules can be found on the Lakeland RC Site:

[http://www.lakeland-rc.com/Pages/Application\\_and\\_Bylaws.aspx](http://www.lakeland-rc.com/Pages/Application_and_Bylaws.aspx)

**Note: Lakeland does not use Channel 20 at field because of radio interference**

How did you hear about us?

Friend     Lakeland R/C Website     Online Group    Other: \_\_\_\_\_

As an applicant for membership in the Lakeland R/C Club, I hereby acknowledge my complete understanding of the above requirements. I also agree to comply with all field rules (and their accepted intent) through-out my association and contact with the Lakeland R/C Club.

\_\_\_\_\_  
Member

\_\_\_\_\_  
Date

Club Officer

Date

checks Payable to: Lakeland RC Club, inc.    Note: 2016 Dues: \$75

Mail to:    Lakeland RC Club  
              C/O Dan Kleckner  
              2010 Milwaukee St  
              Delafield, WI 53018-2006

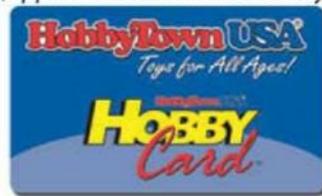
You must register with the FAA to fly your aircraft - <https://registermyuas.faa.gov/>

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