



Flight Lines

Lakeland R/C Club Inc

October, 2017



Next Meetings October 11, 2017

November 8, 2017

Visit our Web-site:
www.lakeland-rc.com

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

Waukesha State Bank
1227 Corporate Center Dr.
Oconomowoc, Wisconsin

President
Rikk Wolfs
262 424-0571
Wolfs1951@aol.com

Vice President
Matt Teresinski
262 506-9681
mteresinski@wi.rr.com

Secretary/Treasurer
Dan Kleckner
262 844-9944
dkleckner@wi.rr.com

Newsletter Editor
Rob Dunn
414 313-5668
mrtorcyclst@yahoo.com

Upcoming Events

October 29 Manitowoc: Calumet
Flyers Swap Meet, 4601 Calumet
Ave-Holiday Inn

Also Oct 29: Wausau RC Swap
meet and Auction, 228 S 28th
Ave, Wausau

September 13, 2017

Meeting called to order at 7:36 with 19 members and guests in attendance.

Show and Tell

Dave Mohr brought a ducted fan F5 he found on eBay. The model is by Vasa and Dave bought it last August from a seller in New Jersey. The price was very low, and the seller had been reducing the price just to get rid of the thing and not have to ship it. Luckily, Dave's brother-in-law is a truck driver who happened to be passing 5 miles from the sellers house in NJ and picked it up for him. The result: Dave got this plane, another EDF and some other parts, for \$45 total. Dave found later that the kit alone for the Ft was \$260.

Dave tried it out at Rikk's place with a 3S battery, as that's all they had charged at the time. The model was well out of trim and the elevator was very floppy, but Dave managed to get it back and land it. The elevator linkage was not well connected, so hopefully with that corrected it will fly a bit better. Dave noted that with the plane at full throttle, the fuselage tends to collapse a bit, so apparently the power is adequate. Based on discussion threads Dave found, he believes the model is from around 2004. The model has a 70MM Vasa carbon fiber fan. Before the first flight, he tried running it with a 4S battery and fried the 30 amp ESC. He replaced this with a 60 amp, in anticipation of flying it on 4S.

The model is blow-molded plastic and very light. It was originally designed for NiCad batteries, so flies very well with LiPo batteries.

New member Bob returned with his home built/home designed trainer. Bob and his friend Marty brought this scratch-built trainer to the July meeting, and has made some progress since then, installing a radio and electric motor. Rikk has promised to take it under his wing and make it airworthy for a maiden flight this Saturday. So far, Bob has about \$4 worth of foam board and \$4 of tape in the airframe.

Steve Brooks brought an Aeroworks Extra 300 he found on Craig's list for \$330 with a Saito 100 four stroke engine. The model without a motor is \$375 new, and the engine would be another \$345. Steve advises bringing a list of everything advertised when you pick up something from Craig's list: This advertiser nearly forgot a few items when Steve picked it up. The model was designed for a .60-.90, so the motor mounts required some reworking to fit the Saito 100. The first flight was fairly uneventful, but only lasted 6 minutes with the 16 oz. tank that came with the model. The model weighs in around 7 lbs. dry.

Jim Zahorik brought an E-flight Timber, one of the last planes sold by Hobbytown before it went out of business. The model has scale lights, and came with floats, which features spring-loaded rudders that use fishing line to link to the rudder controls. It also came with leading edge devices that increase lift and shorten take off. It also came with a 636 receiver featuring multiple flight modes and AS3X stabilization.

Jim has converted all his batteries/planes to XT60 and XT90 plugs. He found a 'third hand' device with magnifier very useful in swapping out connectors. Jim plugs a non-connected male connector to the female connectors to keep the contacts from sagging during soldering, as the connectors in the female plugs are supported by a very thin sections of plastic webbing, which can melt during soldering. Jim found one problem with this setup: He had been hurrying to finish soldering the new connectors before a meeting and was soldering a 5000MaH 6S. One lead was soldered, and he mistakenly clipped the alligator clip of the helping hand to one of the poles on the male connector. The battery exploded 'like a deck of cards', and flew out through the patio door of their home. Each cell expanded to an inch or two in thickness. Jim has revised his soldering procedure accordingly.

Jim also brought a Samsung S6 phone, which always has an emergency contact as the first contact at the top of the contacts screen. Jim found that even with the phone off, it may call

the police on its own, which has happened twice while he was mowing his lawn. So S6 owners, be conscious of how you carry your phone.

Rikk had a quick tell: Members know Dan flies quite a lot at the field, and mostly flies Precision Aerobatics models. Rikk had a precision model he had sold, but needed to get airworthy before handing it off to the buyer. He had to strip the model down to the bare wood before refinishing it, and noted the model was 'unbelievably' stiff, with very little structure/weight. Rikk found this model extremely easy to fly aerobatics with, and as a result believes that perhaps Dan's apparent piloting skill might have more to do with flying Precision models than actual flying ability. The airframes can go for around \$700

Tom Schweitzer reported that his antique airplane club had its fly-in last Saturday. There were about 300 antique planes, several of them cabin Wacos, plus quite a few open cockpit, Piennopols. The fly-in was closed to the public and banned commercial endeavors, so it was mostly plane owners giving each other rides. Tom got a ride in a [1934 Waco S3HD](#). Passengers had to be strapped into parachutes. Tom took the controls and flew for a short bit, but because he was in the back he couldn't see any instruments. Tom noticed the wing ribs were only 6" apart. Tom was told this was "to go fast". He later found out there were only 16 of these made. There were only 7 of this particular configuration made (with tricycle gear), and this was the last one left flying.

Tom happened across a shop where the operator mainly works on wings for antique planes. He has an 8' by 20' CNC table he uses to make new parts from plans. He showed Tom a Corsair wing he was working on. The Corsair had been butchered to fly in Reno races, and was being restored. The operator was rebuilding the ailerons and found the ailerons, as designed on the plans, would not fit back together properly. The cost of rebuilding the ailerons was \$40,000 each. Corsairs originally had aluminum ailerons, but they were not very battle worthy: With one hit, the aluminum would billow out and be destroyed. Apparently the only successful solution was to make them from wood.

Jim Zahorik mentioned that he had been contacted by Mike Flanagan about a chapter of Lady Pilots who were putting on a pancake breakfast in Watertown. Jim met Seamus (prospective member) down there and got a chance to try FPV drone flying for the first time. He then flew back to Lakeland in his rented Cessna, and landed there for the first time.

Pat Murphy mentioned there was an EAA event, promoted by Horizon Hobby, where younger pilots were flying FPV drones with amazing ability. Pat was in awe of their ability to fly the small drones with such accuracy.

John Slatinsky visited a hangar in east Troy where many warbirds are being worked on. Rikk suggested we have a club meeting/field trip out to the airport to see what's being worked on. It was suggested we move this to a Saturday or Sunday so the trip could be made during the day.

Secretary/Treasurer's report

Balance \$2,762.13

Committee reports

A mailing went out this week to past Expo table holders about the coming January swap meet. Some changes will be made, as the costs for the expo center have been climbing, and the association had been dealt some unanticipated charges in the past. This year, the swap will be held at the Washington County fairgrounds. The date has been moved to January 28, to avoid the hectic post-holiday period. The facility looks like a simple, large square building, possibly with more space than we've had in the past. Dennis Grossklaus mentioned there will be a meeting about details on October 14th. Parking will be a little different, as table renters will be offloading at a dock in the rear, then parking around front. The space will cost the association \$1,600 less than the expo center.

Rikk also brought up that Pebble Creek had their annual meeting recently. There are 2 shares of the club available for purchase. The shares are going for \$2,000, which is down about \$1k from the past. Jim Zahorik mentioned that there are also 2 members looking to sell their shares at around the same price. Jim mentioned you could find more information at the club web site; [PCF-RC.com](#).

New Business

Dan brought Rikk that there is a growing community of quadcopter racers, and there is quite a community of racers in our area who are looking for a racing venue. Dan suggested hosting such an event could potentially make some money for the club. The racers would bring in their own course and materials, set up, race, and then take down everything, so it should be minimal work for the club. Seamus currently races with 3 groups in the area, out of Juneau, Chicago and Milwaukee. Each club hosts an event every month, but Milwaukee doesn't really have a solid place to race. They currently fly in Milwaukee parks, but could lose that site if someone complains. The east end of our parking/runway areas could be used for a course. There would be around 30-35 pilots on a given day, based on other events this year. Over winter, the clubs fly in a golf dome in Chicago. All the fliers in these clubs are full AMA members, and fly with a spotter, per the AMA rules. Entry for a fun fly race this Saturday in Milwaukee is \$25. The race day goes: Setup at 0930, pilot meeting at 1030, race from 11-4, and then shut down and pack up.

There was some open discussion about the possible benefits to the club, particularly in terms of collecting parking fees and concession profits. Setup would be handled by the drone clubs, including the gates, etc. It was also suggested we might gain membership by working with these groups.

Currently, there is no site fee charged for these events, the \$25 entry fee goes to the hosting club to cover their costs. There have been events where the hosting club had to pay a rental fee for the space used.

Rikk mentioned that Pebble Creek discussed putting down a membrane on their runway, as we discussed for Lakeland last month. Jim Z found that a local trade show for landscape supply, called BuyerFest, would feature a 20% discount on all supplies. Jim uses a type of landscape membrane to fly off at his home. The material is self-tightening in the sun, but over winter, freezing and thawing can cause the staples to pop out of the ground, which allows the material to catch wind and be torn away. The cost for this material would be 15.5' wide by 300' long, for \$225 (with the Buyer's Fest discount). Four people can lay this stuff down in short order, as it is unrolled. A 150 foot by 31 foot runway would be fairly reasonable. Jim has driven golf carts on this material weighing around 1300 lbs, without damaging the membrane. Jim finds flying off the membrane vastly easier than flying off even the very short grass at Pebble Creek. The tube is 16' long, so would be difficult to transport.

Rikk, Mike Flanagan, and other members volunteered to pay for the material, to save the club the expense. Jim Zahorik volunteered to provide delivery. The site owner would need to be contacted for permission, as well as Bob Newburg, who still mows the field. Dan suggested that we table the issue until next

year, so the material wouldn't be sitting on the field over the winter.

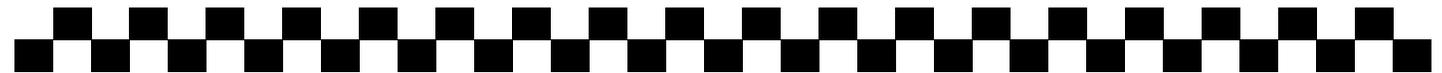
Dick Cultice mentioned that the original Lakeland runway was 20' by 125'.

Jim Z asked if there was any interest in indoor flying at Cushing school again this year. Jim only brings it up because there were only 2 members flying last year. This would be Wednesday nights, as it has been in the past.

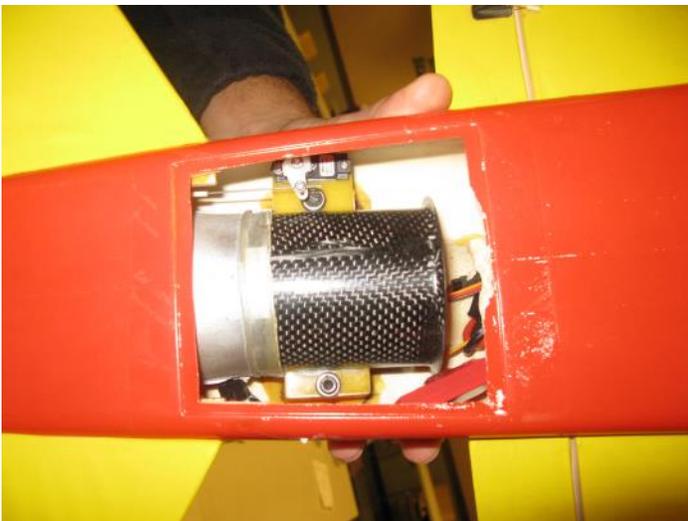
Dennis Grossklaus brought up Maker Faire which is September 23 and 24th. The organizers are hoping to bring in modelers with boats and cars.

Dennis also mentioned that there would be no flying at the next Swap, as the ceilings are too low, and it has not been a profitable undertaking for the association.

Meeting adjourned around 8:50 PM



Dave Mohr's Like New F-5



The F5 sports a slick 70mm carbon fiber fan unit



Bob and Marty's Homebuilt Trainer



Steve Brooks brought an Aeroworks Extra 300



Jim Zahorik and his Eflite Timber



Jim discusses the finer points of battery safety when soldering new connectors



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

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: \$90

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/>