



The Knight Flyer

March 1996

President: George Northem - 668-7986
Secretary: Andy Paszkiewicz - 827-1189
Treasurer: Ken Northem - 668-3766

Vice President: Stu Brierley - 649-5896
Editor: Ron Partacz - 674-6240

Meeting Dates:

Board Meeting - March 5th - 7:30 PM - Stu Brierley's House (649-5896)
Club Meeting - March 8th-7:30 PM-St. James Church (Open House Mtg)

Election Results 1996

<u>President</u> - George Northem	Re-elected
<u>Vice President</u> - Stu Brierley	Re-elected
<u>Secretary</u> - Andrew Paszkiewicz	Newly elected
<u>Treasurer</u> - Ken Northem	Re-elected
<u>Board Members</u> - Tom Filipiak	2 Year Term
	Ron Partacz 2 Year Term

Bill Eberhardt and Norm McCormack have one year terms remaining on the Board.

R/C Aircrafters 31st Annual Auction

The R/C Aircrafters 31st annual Auction and Model Show will be held March 24th at the Harvey D. Morin VFW Post 2940, 965 Center Road, West Seneca, N.Y. 14224. The doors open at Noon and the Auction starts at 1 PM. There will be Door Prizes, a Radio Give-Away, Vendor Displays and Kit and Engine raffles. For more information contact Phil Grzeskowiak at (716) 824-3721 or Bruce Hayes at (716) 684-1535.

For Sale

Quadra 35 - 2-stroke engine with Tillotson carburetor. Very Good Condition. \$115.00
Contact Ron Partacz at 674-6240.

Coming Events

- * Feb 29th - Mall Show Set Up 8:30 PM
- * Mar 1,2 & 3 - Mall Show - Boulevard Mall (see detailed article on the joint mall show at the Boulevard Mall below)
- * Mar 8th - Open House Meeting
- * June 1 & 2 - RCCR Fun Fly
- * July 13 & 14 - STARS Scale Rally
- * Aug 2nd - Scale Rally Work Party
- * Aug 3 & 4 - Knights Scale Rally
- * Aug 9th - Open House Meeting
- * Sept 28th - Knights Auction

Joint Mall Show at Boulevard Mall

The Flying Knights will be taking part in a joint Mall Show at the Boulevard Mall which will include approximately eight area clubs and the AMA booth manned by John Grigg. Set up will be on Thursday February 29th at 8:30 PM. The show hours are Friday and Saturday 10 AM to 9 PM and Sunday NOON to 5 PM. Club members are requested to bring as many planes as possible to make the show a success. If you need more information contact Bob Rodgers at 662-5995.

"Flying - the transitional phase between building and repairing."

Kits for Sale

Complete R/C Scale and other kits, from .049 size to Quarter scale and priced from \$10.00 to \$75.00, including Aeronca Champ, Sopwith Pup, J-3 Cub, Morrisey Bravo, Waco SRE and others. Call Elmer Gross at 896-1183 for info.

Engines for Sale

New in box and some used engines, 2 - Stroke and 4 - Stroke, from Cox .010 to O.S. FT-120 Twin, priced from \$5.00 to \$520.00. Call Elmer Gross at 896-1183 for info.

1996 Club Roster

The following names will be dropped from the 1996 Roster due to non-payment of dues which were due January 31, 1996:

Paul Cwiklinski	Jeffrey Deeds
George Gard	Herbert Horni
Leonard Krajnik	Jimmy Mondt Sr.
Charles Mosier	Tom Janiak
Harvey Reed	Aaron Sendor
Paul Stier	Jim Willard

If you would like to remain on the roster for 1996 please contact Ken Northem immediately.

The updated 1996 roster will be mailed on March 20th, 1996.

1996 Fuel Order

If you would like to place a fuel order for 1996 please complete the fuel coupon found elsewhere in this newsletter and return it to Stu Brierley no later than March 8th 1996.

Protect Your Edges

Clear plastic tubing available in various sizes at your hardware store makes great protectors for knives, chisels, files, paint brushes and hypodermic needles or anything else you want to protect from nicks and dings. With one of these over a blade, it will probably survive a fall to a concrete floor with no damage.

Thanks

Thanks goes out to all who have participated in the after meeting demos and activities in the past months. This type of activity makes our meetings much more interesting. If you have any ideas or would like to put on a demo contact Ron Partacz. Your involvement is appreciated by all of the membership.

Monokote

Trying to put monokote over monokote for a second color for trim can be a headache. The second layer is hard to position because it won't slide and, when you iron it down, bubbles appear between the two layers. Here's a sure fire way to put the second layer down, position where you want it, and not have bubbles.

After you iron down the first layer, clean it with "Windex with Ammonia D." Make sure you get all the fingerprints, dust, etc. off the bottom layer. Cut the piece to be added and remove the plastic backing. Spray a light coat of Windex over the first layer and lay the trim piece around and position it where you want it. After it is positioned, use a thin, flexible card to squeegee the Windex out from between the two layers of monokote. Soak up the excess Windex with a paper towel. Continue to squeegee and soak up the excess until the trim layer is perfectly flat and all the bubbles are gone. Set the part aside to dry for several hours, preferably overnight. When the Windex is dry, use an iron set to low to set the adhesive around the edges of the trim piece. Don't heat the center, only 1/4 to 1/2 inches around the edges.

from The Pilot Log, Isabella Rovoldt
PO Box 132, Getzville, NY 14088-0132

Coffee Can Lids

Mike Laible of Seabrook, Texas is the editor of his club's The RIC Flyer. Borrowed from his publication is the following:

Here's a tip I found from a fellow club member: When mixing epoxy, use an old coffee can lid. Once the epoxy dries, flex the coffee can lid and it pops right off. Works really well and seems to keep the mess and waste to a minimum. I used different lids for different types of epoxy (5, 15 and 30 minute).

Buying Used Equipment

by Bryan Jones

Have you ever been presented with a deal too good to be true? Sometimes they are good deals, other times...well. One thing we have in our benefit living in the Houston area is a very large group of RC airplane flyers. There are several outlets for buying and trading model airplanes and their related accessories. Regardless of where you go to find the used equipment you desire, there are a few tips I have learned you may want to consider.

Airframes

These are the easiest items to inspect. The first and easiest item to check is the covering or paint. Having a well applied and thoroughly sealed covering or coating is important in keeping oil and other materials from the underlying wood or fiberglass. Water or oil soaked structures will eventually weaken and fail. Look in the engine compartment for the sealing I have mentioned. Exposed wood is easy to spot. Another area critical to an airplane's structural integrity is the wing saddle and attachment structure. Look here for cracks or evidence of previous repairs. Generally, any joint having been repaired will be weaker than originally constructed. If the joint shows signs of repair, this indicates inadequate design or crash damage. Assume it is crash damage and inspect the tail feathers and other exposed inner surfaces in the fuselage.

Wings are a little more of a mystery than the fuselage. Without breaking the wing, place it over your knee and apply bending pressure. Listen for cracking noises (stop then!). Look for splinters falling out any openings. Check control surface tightness and proper operation. Look for wing tip damage. Wing tip damage comes in two forms - first, the underside scrapes caused from ground loops and hard landings. Second, the crunching effect on the end of the wing tip caused by cartwheels. Cartwheels will trash a model quicker than almost anything.

Engines

Purchasing a used engine is not quite as easy as purchasing an empty airframe. The first item of concern is external damage. Look for dirt, particularly that packed in between the forward cooling fins or around the carburetor. This is a pretty good indicator of a crash.

Don't forget looking for the broken cooling fins and bent needle valves. Once you have checked the engine externally, look at the cylinder head. Assure all head

bolts are present. Check the crankshaft. Look for buggered threads.

One thing I strongly recommend is checking the shaft for runout with a dial indicator or similar instrument. I wouldn't accept any more than 0.002" TIR (total indicated runout) on 60 and smaller engines; 0.003" TIR on all others. Bear in mind, this measurement should be weighed in relation to the rest of the engine and these runout measurements are pretty high.

Look into the exhaust port on the cylinder. If the muffler is attached, remove it. Slowly turn over the engine while feeling the condition of the bearings and the piston/cylinder liner fit. Look down the port at the piston and the liner. Look for gouging and excessive scraping or scratches. Feel the engine as it is turned over. Notice any grinding or gritty feel in the bearings. Try and find out if the engine has ball bearings or sleeve bearings on the shaft. A ball bearing engine (with good bearings) is more valuable.

Hang onto that dial indicator we used earlier and set it up to check shaft looseness. When you get the indicator set up, pull the shaft in the opposite direction than it is being pulled when you set up the indicator. On engines 60 or smaller, 0.001" to 0.002" is reasonable. Larger engines can withstand 0.003" to 0.005" looseness.

Finally, check the thrust on the shaft. While holding the engine in one hand, pull and push the shaft while turning it. Note any noises or unusual feels such as metal-on-metal rubbing or gritty feel. This is not particularly a problem in the inactive or reverse thrust direction but may be a real problem indicator in the active or normal thrust direction.

I have purposely skipped the four-cycle engines for a couple of reasons. First, this subject deserved more space than available and second, I would have to research the issue more before writing.

Radio Gear

This is a more challenging area than the previous two. Bear in mind the consequences of a complete radio failure...not pretty. Keep this in mind when you are about to make that killer deal.

I have a few easy items to look for when buying used radio gear. These items typically do not indicate the actual condition of the internals but are a very representative indicator. First, the general external

appearance of the transmitter, receiver and servos are important. Look for dirt, glue or fuel residue. None are good. Even more important, check the switch harness from one end to another if you must use a used item. I don't recommend it. I only use switches I have purchased new. One failed switch or switch lead, and the game is over.

The external condition of the transmitter is a good indicator of how the entire system was treated by its previous owner. Check the bottom and back of the transmitter case for excessive scratches. This indicates the amount of use the system has had. Less scratches - less use, good, good. Check the feel of the gimbals. Smooth and tight. Check the trim switches and auxiliary switches. Extend the antenna, checking for bends or damage. Turn on the transmitter and check the output/power needle response. Obviously the batteries may be dead or undercharged.

Look at the receiver antenna. Is it in good shape? A kinked or stressed antenna indicates rough use and possible damage. Look for cracks in the case. Check for narrow band certification. Check for bent pins in the open sockets.

The servos are the least important items, but don't forget, it only takes one well-placed servo failure to wreck your plane. First, check the outward appearance. The leads are important as well. Look to see if the wires are damaged where they are attached to the plug. Look for plug damage. CAREFULLY check the gear train by rotating

the servo head. If you strip the servo, you may have to buy a wrecked servo. Don't do this step if you don't feel sure of what you are doing. If you do, feel and listen for broken gear teeth.

Flight battery pack - be very careful. I wouldn't recommend using a flight pack if you don't have a cyclor/charger to verify the capacity and health of the battery. Don't forget to look at the lead. It's just as important as the battery switch.

Finally, connect the components of the system and operate with the transmitter. Check each channel individually, check dual rates, check programmability (if applicable). check servo response (noise, chatter, dragging, speed, etc.). If possible, perform a range check - collapsed antennae at 200 feet minimum fully operational.

These are just a few items to keep in mind when purchasing used equipment. Even if everything checked out as described here, there is a possibility that the equipment was near breaking down or someone was trying to sell away a hidden problem.

from The Flightline
Bryan Jones, Editor
2103 Birdie Ct.
Pearland, TX 77581-5140

1996 Fuel Order

Name ANDY PASZKIEWICZ

2 - Stroke 3 Gallons

4 - Stroke _____ Gallons

Return this coupon to Stu Brierley no later than March 8th, 1996

A Word of Caution

Be cautious of operating your transmitter for long periods of time with the antenna collapsed. The RF amplifier can be damaged, reducing the output power, even though the meter will still read okay.

from The Transmitter
Ed Hamlin, Editor
2417 Thompson
Dodge City, KS 67801

Be Prepared

Ever travel a long distance to compete or for a fun fly only to find you left your AMA card at home? Consider making a photocopy of your AMA card, laminate it, and keep it in your flight box. Then you will always have an AMA card with you no matter where you want to fly!

from HELINEWS, Dick McKenna, Editor
8723 Del Campo Drive, Everett, WA 98208

Ugly Wire Landing Gears

Want to keep these wire landing gears looking great without painting them? Often paint chips off leaving them looking worse than ever. A simple solution is to slip a piece of shrink tubing over the wire when it is accessible to do so. Shrink tubing comes in a variety of colors and is obtainable at most electronic stores and some larger home center hardware stores.

Harold Hodgson, Dartmouth, Nova Scotia, Canada

Glow Clip

After some use (and abuse), the twist-to-lock feature on the glow plug clip fails to stay in place. It doesn't lock at all or falls off when the engine starts. The cause of this is the flat sections of the hexagon socket are bent outward. They can easily be restored by bending them back in place with a spark plug gap adjusting tool or by using a small pair of needle nose pliers. Care should be taken not to short out the battery, and don't overdo the bending or the clip will not fit the glow plug.

John Barbirti, Howard Beach, NY



The Flying Knights of
Hamburg, N.Y. Inc.
c/o Ron Partacz
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