



# The Knight Flyer

June 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 - May 28th - 6:30 PM - Tom Filipiak's House (646-1922)**  
**Trailer work party**  
**Club Meeting - May 31st - Fly till Dusk @ Nike Site - Mtg after flying**

### Nike Site News

Good news was reported to me from our President George Northem about the Nike Site. Two members of the Flying Knights and Two members of the R/C Aircrafters met with Dick Tripp on May 14th to discuss rumors of the Nike Site being relocated. Dick assured the two clubs that the Town does in fact want the flying clubs to be part of the Towns recreation activities and that they want us to stay at the Nike Site. They also are going to help us in any way possible to make our activities at the Nike Site safer and more enjoyable. A full report will be given by George Northem at the next club meeting. I'm sure everyone will agree that Dick Tripp and the Town of Hamburg should be commended on the cooperation they have given us in this matter.

### New Member

The Flying Knights would like to welcome Roy Grabski of Depew as the newest member. We hope you will enjoy being a member of the Flying Knights.

### For Sale

- Quadra 35 - 2-stroke engine with Tillotson carburetor. Very Good Condition. \$115.00
  - Litco Battery cycler - \$50.00
  - Ace FFC (12 volt charger) - \$40.00
- Contact Ron Partacz at 674-6240.

### Coming Events

- \* June 1 & 2 - RCCR Fun Fly
- \* June 8 & 9 - Bath Rally
- \* July 13 & 14 - STARS Scale Rally
- \* July 13 & 14 - Wing & Rotor Fun Fly
- \* July 20 & 21 - Phelps Fun Fly
- \* Aug 2nd - Scale Rally Work Party
- \* Aug 3 & 4 - Knights Scale Rally
- \* Aug 9th - Open House Meeting
- \* Aug 17th - North Collins Family Camp Out
- \* Sept 7 & 8 - Kitchener Scale Rally
- \* Sept 28th - Knights Auction

If you need more information about the events listed above, including directions, contact Ron Partacz at 674 - 6240.

### Instructors for 1996

Stu Brierley.....	649 - 5896.....	Airplane
Bill Eberhardt.....	627 - 3486.....	Airplane
Tom Filipiak.....	646 - 1922.....	Airplane
Elmer Gross.....	896 - 1183.....	Airplane
Norm McCormack..	941 - 5913.....	Airplane
John Newman.....	824 - 5744...	Airplane/Heli
Ron Partacz.....	674 - 6240.....	Airplane

### Flying Knights Shirts

Andy Paszkiewicz has a few Flying Knights shirts for sale at rock bottom prices. If you are interested call him at 827 - 1189 or see him at a club meeting.



# Our Own Worst Enemies?

The following two items came from *The Bee Line*, Mid-Virginia Radio Control Club, Roger Hoover, Editor and the *Mississinewa RC Sky Hawks Newsletter*, Galen Davenport, Editor. Are we sometimes our own worst enemies?

## Why Our Sport is Dying

by Clarence Ragland, Lockport, New York

Another beginner quit the other day.  
Why he stopped coming, I cannot say.  
I guess I should feel sad because he's not here,  
But I can't seem to muster up any good tears.  
All good fliers are still having fun,  
Flying their planes and enjoying the sun.

There are some beginners waiting to fly.  
They seem unhappy, but I can't understand why.  
They expected help when they first got into the sport.  
Instructors can't help it when we keep coming up  
short.

We're volunteers right from the start.  
We're helping only out of the goodness of our hearts.  
Beginners should be happy that we accepted them at  
all.

But we don't have to jump if they should call.

Our system works for those who know how to fly.  
Now that he's gone, I'll have a good outfit to buy.  
One less beginner for me to train.  
One less beginner who'll never learn.

Another shop owner closed his doors the other  
day.

It's all his fault his prices were too high to pay.  
Mail order was much cheaper you understand.  
It's not our fault he was a poor businessman.

One less beginner who isn't around.  
He disappeared one day; he left without a sound.  
We said it would be hard; learning was tough.  
We can't help it that he didn't have the right stuff.

We lost another flying field just the other day.  
What the problem is, I cannot say.  
One less beginner to worry about.  
I have no idea why he dropped out.

One less beginner who felt he got burned.  
He said it's our fault and we'll never learn.  
I know that we're not doing anything wrong.  
He took up too much of my time, and I'm glad  
he's gone.

No one will miss him; there's more beginners to  
come.

He was one less beginner, only just one.  
I got the news that our flying field was to close.  
It was between us and a golf course; guess which  
one they chose?

One less beginner, could that be the reason why?  
Now, just like the beginner, I have no place to fly!

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A problem can be in keeping new members as well as old ones. I want to share a story with you. If it makes any one of us stop and think for a minute, then it was worth it.

## I'm the Guy

I'm the guy who was invited to join your organization.  
I'm the guy who paid his dues to join. I'm the guy who  
wanted to learn to fly radio controlled planes. I'm the  
guy who went out and purchased a 10 sized trainer and  
a 1991 PCM radio.

I'm the guy who came to your meetings and no one paid  
attention to. I tried to be friendly to some of the members,  
but they all had their own buddies to talk to and be with.  
I'm the guy who came to the field and tried my best but  
no one seemed to have time to work with me and help  
me become a better flier.

I missed a meeting because I was sick and couldn't be  
there. No one called or asked me at the next meeting  
where I had been. I guess it didn't matter very much to  
the others whether I was there or not.

The next meeting I stayed home and watched TV. At the  
following meeting I attended, no one asked where I was  
at the previous meeting.

You might say I'm a good guy, a good family man who  
holds down a responsible job, loves his community and  
country. You know who else I am?? I'M THE GUY  
WHO NEVER CAME BACK...



# Anodize Aluminum

by Don Blewett

Want something different? How about learning to anodize aluminum? Imagine a tinted Tru-Turn spinner on the front of your plane. The following sequence is borrowed from Popular Hot Rodding Magazine, May 1994.

The process of anodizing can be replicated with some common household items, an automotive battery charger and a battery electrolyte. Industrial anodizers use chromic acid . . . pretty radical stuff that should be avoided. Its properties can be imitated by electrolyte, which is actually sulfuric acid. It too, produces a hard finish that can be tinted, and when weakened by mixing it with 30% water, is quite safe to work with (of course, normal safety precautions - goggles and rubber gloves - should be adhered to, to guard against accidents). The acid (acquired for about two dollars a gallon at most battery wholesalers) is mixed with water in a rubber container. We used a common bucket to duplicate the process. Don't use a glass container, since it's prone to breakage, and by all means do not attempt this process without adequate ventilation. A by-product of this process is hydrogen and we don't want a little garage Hindenburg. Always pour the acid into the water, not the water into the acid; this allows the acid to quickly and safely dilute without incident.

After mixing the acid, a negative contact (cathode) is created by wrapping a hoop fashioned of common aluminum ground wire (Home Depot) with aluminum foil (Vons). This is placed in the bottom of the bucket and connected to the negative clip of a car battery charger. The positive clip is attached to the pre-cleaned part (creating an anode - hence the name anodizing) and immersed in the weak solution. Once the anode begins to fizz, leave it in the acid for 10 - 15 minutes. Although not necessary, you can use an ohmmeter to test the part. If the surface no longer conducts electricity, it is ready. Turn the power off and rinse the part in cold water (and dispose of the acid by diluting it down the drain).

Now you're ready for the color. All that's needed is RIT dye. What a color selection! This part of the process is just like tinting canopies. Mix up a strong solution of dye and water in a container (that didn't come from your wife's kitchen) and place it over a low

heat source. The stove works fine (but if you do this in the kitchen and something happens, don't blame me). The dye must be warm but not hot; too great a temperature will seal the surface and it will not accept the dye. Put the part in the solution. Check on the part frequently until the color is slightly darker than the desired. Then remove the part from the dye and dip it into boiling water to seal the surface. This step will leach some of the color out which is why you dye it slightly darker. Industrial anodizers use a nickel-acetate solution, but it's difficult to locate; boiling water works fine.

That's it! Make sure and try some test pieces before you attempt your \$35.00 spinner. The colors that are created are not always what you would expect. For instance, to get gold you use red dye. Gold is the first tone created by red. Green dye creates a unique yellow-green before darkening.

The pre-cleaning step is very important. Use carburetor cleaner or something similar to degrease the part first. Even fingerprints can cause problems in the final finish. Also the current density, or amps per square foot of surface, will limit how big a part you can anodize. Anodizing usually requires 10 to 40 amps per square foot; since the only thing that determines current is the size of the anode and the concentration of the acid solution, this process is on the low end, which is fine for the kind of work you will be doing.

from Transmitter  
Lary Hawks, Editor  
PO Box 1742  
Abilene, TX 79604



"I'm afraid it's gingivitis."



## Film Canisters

Here's another neat use for those clear plastic 35mm film canisters. Install a set of fuel can fittings in the snap-on top of a canister. Put a piece of fuel tubing inside the canister and another on the outside with the fueling fitting attached. Cut the inside tubing at an angle on the bottom so it will pick up fuel.

Use the setup as an overflow reservoir when filling the fuel tank on your airplane. It's easy to see when the fuel begins to enter the canister. Then draw the small bit of overflow fuel back into the main tank.

Saves fuel and having to clean up a mess.

from LARKS Flightlines  
Jerry Cox, Editor  
PO Box 1444  
Sulpher, LA 70664



## Roster Additions

Please add the following to your 1996 roster.

Herbert Horni (Nancy)  
238 Tim Tam Terrace  
West Seneca, N.Y. 14224  
674 - 9163  
AMA - 49126

Roy Grabski (Lori)  
35 Wenona St.  
Depew, N.Y. 14043  
685 - 0185  
AMA - TBD



The Flying Knights of  
Hamburg, N.Y. Inc.  
c/o Ron Partacz  
33 Brookwood Dr.  
West Seneca, N.Y. 14224

