

The Airborne Reader



Modeling's Finest Electronic Hobby Magazine
Devoted to today's modelers.

Issue # 20

March 2013

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And more....



This publication;

The Airborne Reader

is a FREE *bimonthly* electronic internet magazine made by ,

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All material published in this publication is sent freely by the writers or by those who agree (by submitting) to have proper permission to submit said material.

People may submit anything aviation related as long as it is positive in message.

Event reports or build articles, meaning anything from a huge scratch build to assembling a small AFR are very welcome, especially changes you made to spruce one up. Humor articles along with personal experiences and or stories are also quite welcome.

On the cover;

Jelly Belly

*A Kellie Collins picture from RENO
2012*

Look for the inside report

How can I, or my club send an event flyer?

Making the flyer a JPG after you finish it is best. A PDF flyer is very welcome as well, but has to be added after I convert my publication..

Remember this is a bimonthly publication so send far enough ahead of time for it to be published.

How to submit an article;

I prefer the written article to be sent in a Word doc format, and pictures sent as JPG files. I make all pictures 100DPI x about 4" x 6" so please try to send yours that size or larger.

Submitting by email is most common although you are welcome to send a CD containing your articles and pictures.

You can send Word articles with the pictures imbedded, but I use Publisher to make this publication and I have to take every letter and picture out of those file types and rebuild the entire article in Publisher so PLEASE try to not do that.

PDF articles are fine if necessary but they have to be inserted after I finish the issue....so try not to but it is a way to submit.

MERCURY ADHESIVES

More than ever we need to get our youth into the hobby. Not just to perpetuate the hobby, which it does, but to make the youth of America better. smarter people. Modeling can lead to careers in aviation, engendering, communication, even photography and writing. It is one huge reason I do my education program. So when I asked Mr. Whitney for Mercury Adhesives support of the program, for support of the kids, with a donation of some epoxy and CA glues the reply was "A package is on it's way"

Oh behalf of my education program I would like to thank Mercury Adhesives for their support. Their products have always worked well for me in my modeling and other personal uses (like fixing my wife's shoes, or a broken knick-knack).

Thank You.

Mr. Whitney can be found at CliffWhitney.com and he can be contacted directly at cliff@mercuryadhesives.com.

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What'ch Ya Got!

You can just click on the hyperlinks.

Please send me your RC videos for this page.

This is a very cool video of a full scale helicopter flying along the countryside when the pilot sees an RC plane flying over a field. They watch for a minute and crash the RC plane in to the top of a tree. The helicopter pilot flies over, gets the RC plane, a P-51 and lands and gives it to the pilot, cool, cool, cool. A warning for some...there is a tiny bit of cursing, but its all in the excitement of it, not a harsh type thing.. Thanks to Judy Kitson for this one!

<http://youtu.be/O5ElGt6iAYw>

<http://www.flightradar24.com/>

This is a worldwide real-time aircraft radar tracker. You may want to save the site onto you mobile devices and tablets. Zoom in on your area. Click on each aircraft for data.

Sent to me: I guess this is how the youngsters do it today. Seems like a lot of radio chatter. Impressive capability. This is what fighters from Langley and Oceana do off Virginia's coast seen like never before. Taken at Kadena Air Force Base, Okinawa.

Comment from a fighter pilot: "This is without reservation the best video I have ever viewed depicting air-to air combat."

The producer and photographer were able to show perspective of the entire arena in a way I've never seen. This is as "real" as it could possibly be!

When the pilot got into a scissors or Luffberry you can almost feel the g's!"

<http://player.vimeo.com/video/40935850>

As a friend said, how not to land a P-51. I think if I was the pilot I might have accidentally dropped and broke that camera to not let this footage out! <http://vimeo.com/57146636>

Water bomber video, pretty cool, ugly airplane...to me at least.

<http://player.vimeo.com/video/48642618>

Warbirds over Oberhausen, Germany - 2012. Oberhausen is in the Northern part of Germany, east of the Rhine River. From the sound, Moki radials are big in Germany. <http://www.youtube.com/watch?v=pRSNNpr6YbY&feature=youtu.be>



Do you know what this logo is, or what it stands for? It is the vision of Frank Geisler. His wish was that a model airplane could travel around the entire United States (by hand, not shipped), telling it's story while bringing modelers together. In the following pages is an email sent to all WAA pilots. Yep I was one. I was the District X Vice President at the time and I flew it with several others at 2 different clubs before it went north. Please take a few minutes to see what this little plane has done.. in its 5 years....

Below is Franks email.

From Frank: WAA-08 Pilots, I hope this email finds you well. Once again another year has been completed in the WAA-08 adventure. 2012 has proved to be an awesome year for our adventure. First let me start off with a few statistics for 2012. As of 31 Dec 12:, 3,316 miles traveled, 144 pilots have flown the WAA-08 plane, 26 AMA Chartered clubs visited, 4 states visited.

We have had some excellent news during the year and have reached a major milestone. Some say that we have even made history, and I guess you could certainly look at it like that. What we have accomplished in 4.5 years has never been accomplished before and I am very humbled by the efforts and accomplishments of all pilots involved in making this happen. On 18 Nov 12, what began as a typical flight with a small parkflyer piloted by Don Sims of Dyer, TN resulted in the Wings Across America 2008 completing a flight in every single state in the CONUS. What a remarkable accomplishment this truly has been. The SQiRT has never been shipped anywhere to anyone at any time. She has only been transferred from one pilot to the next pilot all across the USA. And maybe the best part of the adventure is that we have made many new friends along the way as she has been transferred from pilot to pilot.

We have had some more wonderful news this past year as well. The National Model Aviation Museum in Muncie, IN has approved my application and will be accepting the SQiRT, its travel box that was beautifully crafted by Steve Griffin, the 3 pilot's log books, my personal log of over 200 pages recording events both good and bad from the very inception of the adventure until the end, all the mementos collected through the years, the names of the sponsors who helped make this adventure possible, all of your photos that has been sent to me and your pilot certificates that we have been sending to all the WAA-08 pilots that have flown the SQiRT. To date there have been 639 of them. What an honor that is to have the SQiRT on display so people from all over the world can come by and see not only the SQiRT, the transmitter, hats, stickers, etc., but to see pictures of all the WAA-08 pilots and be able to read through the pilot's log books and the coordinator's log as she made her way around the country. I am very pleased that the SQiRT has been accepted into the museum and I look forward to seeing her on display.

I always like to compliment our pilots on the amount of press coverage we receive as the SQiRT makes progress around the USA. It's great to see our pilots taking the time to contact their local media and help spread the word about this wonderful sport we are involved in. Believe it or not, I think there has been only three times that a WAA-08 pilot has been turned down by a newspaper when asked to run a story about the WAA-08 adventure. I hope we can get many more local papers to cover the adventure and get the word out on how fun and exciting this sport can be; especially to the younger generation. I don't think there has ever been an easier time to get started in the hobby like there is today.

WAA-08 continued;

With smaller and cheaper electric powered planes and all the information available on the World Wide Web 24/7, now is definitely a great time to get involved in model aviation. It seems like nowadays that too many kids are only interested in TV and video games and I think if we can set the spark with this adventure, it may certainly lead to a lifelong interest and activity in model aviation. Wouldn't that be a fantastic "gift" to pass along to any child?

Update: The WAA-08 plane is now with pilot #373 Jeff Williams of Florence, AL. Jeff and Ed Grissom (pilot #374) plan to fly the SQuiRT as soon as weather permits and pass her along shortly. Jeff said that will most likely be next weekend. After that, the SQuiRT will continue to head south until we reach our southernmost part of this part of the journey and then turn north for the final leg back to VA. Thankfully, we have had a pilot volunteer to be the "WAA-08 Ambassador at SEFF 2013." Dan Saegaert has generously offered to bring the SQuiRT to SEFF and put her on display while she is there. He will also be working on some noon demo flights and talk to the crowd about the history of the WAA-08 adventure. We are also planning on a group photo shoot for all the WAA-08 pilots who will be in attendance at SEFF. Look for further emails about that in the near future. And for those who are not local to the SEFF area, please let me know that you will be attending SEFF so I can keep you posted on details about the photo shoot. I look forward to seeing all the smiling faces like we had in the group photo the last time the SQuiRT was in attendance at SEFF. Here is a link to our pilot's map which shows the remaining pilots and their locations: <https://maps.google.com/maps/ms?ie=UTF8&hl=en&oe=UTF8&msa=0&msid=112946283512809715796.0004496045fb2c7ae1f68>.

After SEFF, the SQuiRT will make a stop in the now world famous Triple Tree Aerodrome when The Joe Nall event happens. Although not accustomed to hanging out with her larger siblings, I'm sure she will feel right at home. We are looking forward to hearing about the exciting stories of her visit at The Joe Nall and her meeting with legends of model aviation.

We are still on for a "gathering" of WAA-08 pilots at Kill Devil Hills, NC to fly the WAA-08 plane in the same place Orville and Wilbur flew their Wright Flyer back in 1903. I have been in discussions with Scott Saxon who plans on taking the SQuiRT to Kitty Hawk to fly her there. Please let me know if you'd like to attend that event and I will put you in touch with Scott. Speaking of a "gathering," it was suggested that with enough notice, a number of pilots could meet up in Muncie at AMA's HQ and fly her one more time when the journey is finished. That sounds like a great time and a wonderful way to meet many of our WAA-08 pilots face to face. If we do plan for that, I will make sure everyone knows about it in plenty of time and for those wishing to attend, I'll pass along all the details if that is going to happen.

I have been told that the SQuiRT has received its first wing damage. The leading edge has been damaged but from what I have been told, it feels "squishy" but it does not affect its flight worthiness. I have asked one of the current group of pilots to look into the damage. Some white covering is included in the travel box. Overall the SQuiRT has been holding up tremendously well throughout the 4.5 years. Incredibly tough plane because I'm sure she has been through more than what some of the pilots have told me about.

Route: As I touched on above, the current route takes us southeast into lower Alabama and then turns northeast into Georgia. She'll make a loop around the middle of Georgia and then wait with Dan in Locust Grove, GA until SEFF. Then she'll head northeast along I-85 until she reaches North Carolina. Then she turns north and starts her final northeastern trek into VA. As always, the latest info about where the SQuiRT is and who is next to fly is posted on our pilot's map (the map).

More WAA-08

Patches: If you would like a patch, please let me know. I have a limited number so first come first serve on them. They cost \$5 each and that includes postage. If there is enough interest, I will take names and when we get close to 25 requests, I can order some more. T-shirts and Stickers: WAA-08 t-shirts and stickers are still available at: <https://www.grumpymonkeydesigns.com/grumpy-monkey-store.html> Please contact Warren if you are interested in those items. Collages: Jerry Branch is working on the 2012 WAA-08 collage as I type this. If you would like one, please let me know and I will let you know when they are available and how to get yours. I suspect they will cost around \$12 again this year. WAA-08 Statistics (Current as of 31 Dec 12) 24,343 miles traveled, 635 pilots have flown the WAA-08 plane, 208 AMA Chartered clubs visited, 48 states visited, 333 registered pilots, 248 AMA Chartered clubs represented, 29 registered pilots in California –the most; followed by NY with 22, 1 registered pilot in Delaware and Vermont, 0 degrees –Coldest temperature that the WAA-08 plane was flown: Richard C (#263) Butte, MT. 107 degrees –Hottest temperature that the WAA-08 plane was flown: Mike H (#127) Valley Mills, TX, 8,500' – Highest altitude flown by the SQUIRT by pilots Rod B (180) & John C (180a) of Dillon, CO. 11,600+ emails sent in support of the WAA-08 adventure. 4,300+ posts on the online RC Forums in support of the WAA-08 adventure. 110,462 hits on our WAA-08 Google Maps page. 16,617 hits on our WAA-08 website. 186 pages of notes taken recording my personal experiences and important events of the WAA-08 adventure. Major Events Attended: National Electric Fly In (NEFI) 11 Jun 2011, Western States Electric Fun Fly (WSEFF) 4-6 June 2010, Dallas Electric Aircraft Fliers (DEAF 23) 27-28 September 2009, Southeast Electric Flight Festival (SEFF) 1-3 May 2009, Northeast Electric Aircraft Technology (NEAT) 12-14 September 2008

The oldest and youngest pilots: Youngest Female: Nicole Hansen 8, Youngest Male: Evan Holman 6, Oldest Female: Carol Bershers 68 (yes, we asked and it was OK), Oldest Male: Bill Bailly: 97.

Club with the most WAA-08-pilots: Monroe County RC Club (23), Toledo Weak Signals (17), Prop Floppers (15), Hawks R/C Junior Aviators (10), South Bend Radio Control Club (10)

News Coverage: 33 Online news stories, 28 Local papers, 6 nationally publicized magazines have run articles on the WAA-08 adventure, 5 Local television news broadcasts, 1 Local radio show, 1 Parade Logan County Fair Parade, 1 Weekly RC Podcast that provides WAA-08 updates

Plane statistics: Plane: Simple Quiet Robust Trainer (SQUIRT), Wingspan: 38", Motor: GWS sp400 (1st one replaced after 215 flights)

ESC: Spectrum 18 Amp from Medusa Research, Batteries: MaxAmps 1100 mAH 7.4V 25C LiPos, Props: GWS 7x3.5, Receiver: Spektrum AR6100e, Servos: 2 Ea Hitec HS-55, Radio: Spektrum DX6i, Battery Charger: Cellpro 4s from FMA Direct, AUW: 16 ounces

Built from: Balsa and vinyl covering, Manufacturer: Stevens AeroModel, Year Built: 2008,

Sponsors: Stevens AeroModel, Horizon Hobby, Redneck RC, SuperFly RC (Tram), Big Al's Hobby Supply, RC Pro Racing, MaxAmps, Hobby Hangar, Castle Creations, Grumpy Monkey Designs, E Cubed R/C, FliteLine Hobbies, R/C FlightCast, Vinyl For RC, Medusa Research Inc. Nico Hobbies, Al's Bicycles and Hobbies, Steve Cranford (WAA-08.org Domain creator), Desert Eagles Model Airplane Flying Club. That sums up the 2012/2013 winter update of the WAA-08 adventure. Thank you all for participating and helping to make this adventure a reality. It is with your time and effort that keeps the dream alive and I deeply appreciate all that you have done or will do.

I am sure I have forgotten something in this email, and as soon as I hit send I will remember it. But as always, if you have any questions or need more info about something, I am just an email or phone call away. Email is preferred since my friends tell me I am awful about keeping my cell phone turned on and I don't do text. J

Thanks for your time and I'll be in touch.

Frank Geisler, (C) 804 296-5686

Certificate of Achievement



This certificate is awarded to
Mike Brown



WAA-08 Pilot #243 from Bella Vista, CA

In recognition for his successful flight on November 9th, 2010
Presented by the Wings Across America Team

This is a certificate given after a person flies the Squirt.

The little plane flies well, and is a joy to share with club members.

It will be nice to see this plane along with its wooden box, all the accessory parts and pilot log in the museum at our AMA headquarters in Muncie, In.

As modelers we all need to be a bit like Frank and do our part to support model aviation. This has been and is still a great tool for showing non modelers all across the country a little about our hobby and the people that enjoy it. Something we can never get enough of. There have been many clubs that lost their place to fly, or didn't receive any help finding a new one because over the years they kept hidden from others. The community, local government officials etc... didn't know who they were, what they did, so why should they help or care? Clubs should hold free family fly days, TAG events or any type of events and invite the community. Take part in parades, do mall shows etc... Get the name of your club out there and what it do what you can for the community. Let people know it is a clean, safe hobby all ages may enjoy .

In closing I'd say a huge thank you to Frank Geisler for the Squirt, its trip around our great country. And thanks to all the modelers and sponsors who also made this happen. Mike Brown

The Ryan Sherrow Scholarship fund and the retiring of his AMA Number at the 2013 AMA Expo



I guess I would start this with a bit about Ryan Sherrow. As I did not personally know Ryan, I will first let his mothers words tell you a bit about his association with the hobby and a little at school. When you do read her words and the rest, you will feel like I do I imagine, wish you had known him.

This (in part) is what she wrote about her son personally, when asking to have him placed in the AMA hall of fame.

“He was a young modeler who loved the idea of flight, I have witnessed many people who flew remote control planes or cars, many enjoyed the hobby, and others did it to occupy their time. Ryan was a young person who embraced the hobby with such passion that it spilled over into every conversation you had with him. He loved cars, planes and helicopters, which he excelled at all of them. In off-seasons of plane flying, he raced RC cars with such precision that would have made any NASCAR driver envious of such skills. This same passion went into his model flying. He learned everything about flight he could find. He shared all information he knew with all modelers.

He excelled in school and many times we discovered that he gave up his lunch period to go into class and tutor students who needed help. Many kids today still praise him for his help and claim they only passed the class because of him. He belonged to the National Junior Honor Society, played sports. He was an outstanding volleyball player (Mountain View High School has named the boys volleyball tournament after him and contributes monies to the Ryan Sherrow Endowment/University of Arizona Scholarship fund).

One of his first events he flew in was the Lake Havasu Float Fly at 9 years old. Later he became a featured pilot of the Electric Jet Factory flying demos at jet and electric events. He became an instant hit among the older jet pilots and spectators. After the event at Desert Storm Jet Rally, Ryan had a line of older men, most who were veterans. They all wanted to share their experiences with Ryan and he patiently listened to everyone. A trait that you do not see in young people today.

At the Best in the West Jet Rally in Coachella, CA, the local newspaper did a photo shoot for the event featuring Ryan and other pilots. Ryan worked with the photographers never losing sight of how this promoted the local event. Many spectators came to the event the next day to enjoy the jets after reading of the article.

He performed his demos for the Electric Jet Factory with the skill and precision of a much older experienced pilot. He loved the showmanship of demos and played music and flying routines to match the crowds who watched him.

This young man has been more beneficial in promoting the AMA than many modelers, even those three times his age. Ryan displayed utter kindness to others and always showed a smile, which he used to brighten anybody's day. Ryan always saw blue skies at any event he participated in. His sharing for the love of flight was never ending. I believe that many parents, after meeting Ryan and listening to him, may have went to their local hobby shop or flying field to find out more about this hobby.

Ryan wanted to attend college and get his degree in aeronautical engineering. He would have continued to support the AMA and what it stands for. Maybe he would have been a future National Champion or AMA President. Ryan understood the most important part of being an AMA member. It is to share what you have learned and to get young and old alike to join the hobby of remote control modeling and to share it forever."

So now you know a little of Ryan's character. I will tell you what this is all about. Ryan Michael Sherrow sadly passed away, only 14 years young and his parents are trying to let Ryan's love and passion for the hobby continue on to others through a scholarship fund. But before we get to the details, let me say I have always believed this hobby can be much more than just hanging out and flying model airplanes. It's why I started my education program. I say I don't do it to make modelers and I don't, but if I do in the process, or if I just help kids make better decisions, become better people, possibly steer them towards a trade, then I have done what I can. This was not just a hobby for Ryan's Mother and Father either, it was a way for them to raise good children.

There are many ways we can help our hobby, our youth. Here is a very good one, donating to this scholarship.

The scholarship, created in Ryan's name will directly help other kids., Ryan's scholarship fund is a named fund within the general AMA Scholarship Program. AMA has set up an e-commerce site on the AMA webpage to accept donations to the scholarship fund at...

<https://www.modelaircraft.org/supportama/donations.aspx> In order for donations to go directly to Ryan's named scholarship fund, donors must select or enter an amount to be donated to the scholarship fund then write in Ryan's name, *Ryan Sherrow*, in the "My gift is in honor/memory of:" box that appears after they click the "Proceed to Check Out" button.

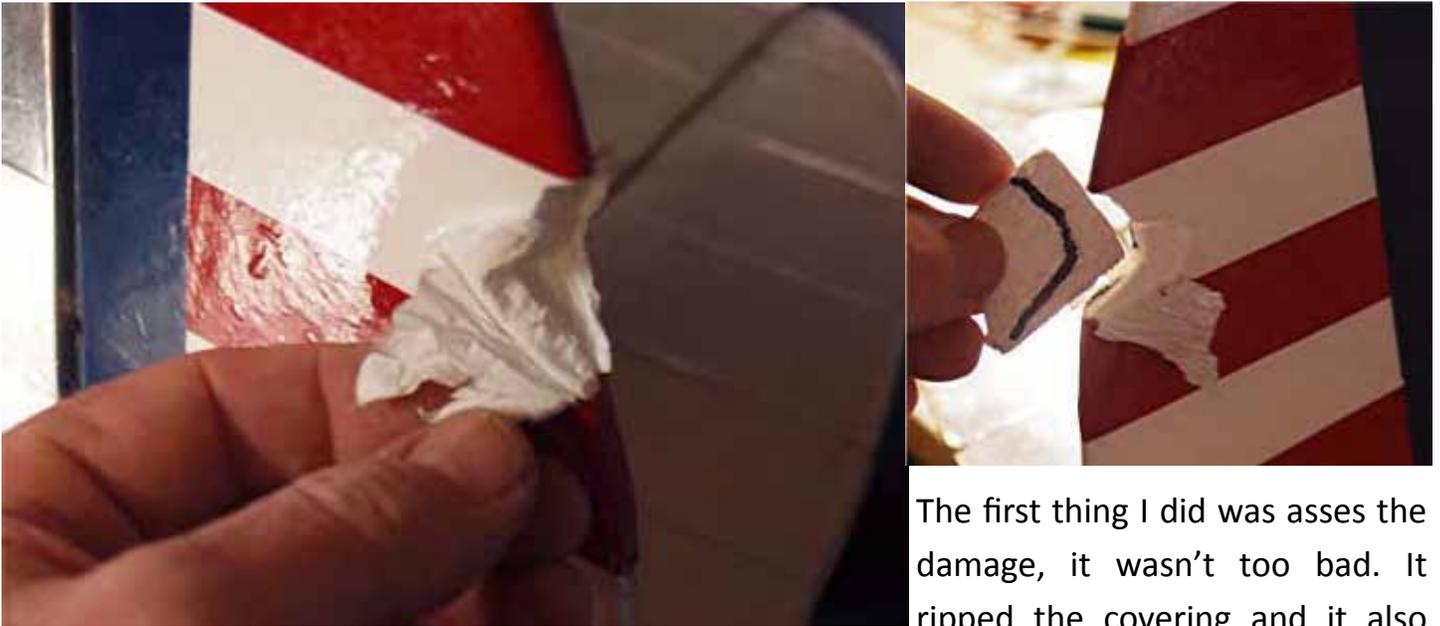
Through your donations, Ryan will be able to continue helping young AMA members to continue their college education and dreams they have.

Before closing, another wonderful thing done on Ryan's behalf, was retiring his AMA#. On Saturday, January 12, Ryan Sherrow's AMA number (613168) was retired in a ceremony presided over by AMA President Bob Brown at the AMA Expo in Ontario, CA. President Brown gave remarks praising Ryan and his parents, TIMPA members Debbie and Clay Sherrow, for Ryan's aero modeling achievements and his parents' desire to create an AMA scholarship in his name. Clay was asked to speak about his son and why the scholarship is so important to his family. Ryan's story was well told and Clay's education and his daughter Breanna's PhD in Special Education are examples of why creating an education scholarship is dear to the Sherrow family's hearts.

Please help however you can. Thanks from myself and the Sherrow family

Repairing a damaged foam wing, tail etc...

I recently took my 100" Ryan out to the flying field. I was testing a new Castle speed controller and all went well. At the end of the day I loaded up and went home. What I didn't do was secure my plane as well as I thought and it rolled into the back of my truck, hurting the rudders trailing edge. I decided to take a few pictures as I repaired my self-caused damage.



The first thing I did was assess the damage, it wasn't too bad. It ripped the covering and it also

smashed the foam. Smashed foam is a tad harder to fix than a missing piece so I decided to remove all of the damaged foam and replace it with a fresh piece. Why is it harder to fix smashed foam you might ask? Well in this repair, 2 reasons. One, the way it was smashed caused the foam to be thicker than it originally was, so I would have had to sand it. To sand it I would have had to either, remove a lot more covering than I would like or possibly hurt the covering by sanding it. Two, it also was smashed at an angle, and even after I straightened out the crooked foam, it wanted to bend back to that shape.

This is a 25+ year-old Byron Ryan so any more effort to straighten it would just cause the foam to crack and break so I quit bending. I peeled back the affected covering and took a new #11 blade and cut the affected foam from the rudder.

The rudder is tapered front to back so I needed a tapered piece of foam. I simply took a piece of foam approximately 1 1/2" square and cut a wedge of foam from the edge, trimmed it to get the thickness close then placed it up against the rudder and traced the cut line onto the new foam. I cut just a tad oversized and sanded to fit.



The piece of foam was added and left to cure. I used CA so didn't really need to leave it to cure but had something else I was doing so I did it anyway.

I trimmed the foam close with a #11 blade then sanded it to match the air-foil.

The covering was fine but I wasn't so sure about the adhesive. I mean it was 25 years old! I had some (I think) SIG stick it, so I painted the foam with it. (I am in the house and too lazy to go look at which can I used,) It was a form of adhesive for covering... how about that....

After it set I laid the covering back down using *very LOW* heat on my heat gun and iron. I was really lucky to not have had the covering ruined and it made for a much nicer repair.

To the right is the repaired area.

I know we are in an ARF world right now but repair skills usually come from building so give building a kit a try. There are simple kits available and it is fun building a model airplane. Pick a simple kit for your first build, but a good flying model to add to your success. There are still enough builders out there that will help so don't be afraid to ask when you give it a try.

I promise you will like it!

If you damage and repair a section of one of your planes, please send us some pictures and some words on how you did it!



Hobby arrangements with our spouse...and a flying friend!

I have written about this subject before and although not a fun one to write, read or do, it is a VERY important one, so I write another version every few years and I feel it is time again.

I just recently received a call from a modeler's widow. The modeler had passed and she had no idea what was all hobby stuff in the garage, let alone if any of it was any good.

The circumstance this one time was a bit different than most as she knew I run a big education program and wanted to see if I wanted the hobby items. I made arrangements to go to her house and we went through everything and I ended up taking it all from her, not to have it all for the education program, not much of what was there was honestly needed for it, but I told her I knew another person who did another education program in a town close by and that I would take everything he didn't need to the flying field and let the club members have the rest. She was very happy with that and we spent a couple hours talking this and that and I loaded the items into my pickup.

Also, as I said above these circumstances were different and they were. Most of the time a modeler has several nice airplanes, modern transmitters, modern electric gear, motors etc... This one did not. Most was older gear, oh sure there was some good usable older items, but things like 2 very old 72mhz transmitters, 3 older small glow motors, 1 flyable old model and 2 broken, but repairable ones and misc. older used items. Not much for real dollar value in today's market, but usable nonetheless.

So to the normal shop, I will use mine, well maybe mine is not normal, but it will work to make the point. I have about...45 flying models in my shop, most are 80" or larger with 6-7 over 10' or 35% scale all the way to one, 1/2 scale plane. Maybe 30 more glow and or gasoline engines, 20 + electric motors, 50 servos, no more like 75+ extra servos, kits, bins of tires, wheels, landing gear, tons of tools, balsa and hard wood, transmitters and more and more and more everywhere. My wife has NO IDEA what ANY of truly is worth, how to get rid of it or what. Now in my wife's case, she could use the money from the sale of all that wonderful stuff, but she can't do it. I need to again make arrangements with a modeling friend. Get that person, my wife and myself together and let both know what I would like to see done with my hobby.

Of course we need to be reasonable with what we expected to get out of our modeling items. We all know you don't get much for anything when we sell it, but I think my giant scale planes would sell for a few dollars. Even if all the servos or my motors were sold in one clump, they would be a few bucks. The point is we need to find a modeler we trust. Make sure they understand we want them to handle everything and make sure the wife understands the expected value to *possibly get* from the sale of it all. Of course you could also donate it all to your club or a buddy. But for the sake of your spouse, make some arrangements to deal with it. It's the right thing to do.

My 2013 Education program

If any of you have followed what I have done with kids over the years, you know I use a variety of fun things like the FPG-9 glider, balsa rubber-powered planes, kites etc... to teach a little about aviation and our hobby. Honestly it started with AMA's Aero Lab program, transformed into my own. As I have said many times, I am not trying to make modelers, but thinkers (I actually stole that line also...but it's a good one, so I don't care :))



Last year's program was an 11 week program with the Catalyst program at Shasta High School here in Redding, CA. We did all the above and more at school. Then in three trips we took all the kids to AMA chartered club, RAMAC's, flying field and had them spend a day flying buddy boxed planes of various sizes. It was a great end to a successful program. Continued next page...



Picture above, Like all projects, you gotta start somewhere. This one started with a lot of foam, a few airfoil-shaped templates, and once at school, a hot wire cutting bow. I explained the outline of the program to the kids while making foam FPG-9's (they are launching them in the picture top right). The following week we blocked out the design on the top of the foam, then started cutting. Next (far right) the airfoil templates were attached and the actual wings cut out of their foam beds.



For 2013 I had thought I would go to another school, but I ran into one of the teachers (below left) this past summer vacation and he said the kids really, really wanted me...or the program back....so I caved and said ok (like that was hard to do). In planning this years program, he said I would have almost all returning students, so I thought....now what do I do with them? I decided to either build an RC plane together, some easy kit like my wood Drag n Fly kit, or a super simple foam design and every kid make one. I thought of a conventional fuse/wing 3 channel plane, but it would be a lot of work, more money for materials, servos etc... Then I saw an old delta wing, (a Zagi) laying in a corner of my shop....hmmm that might work. Those Zagi's are a lot of fun to fly. Because I would have a group of kids that don't know how to fly, I decided to make our versions much bigger, and thicker, to help slow them down. Hopefully make them more floaters. I figured I would have to allow only so many kids in this class, say 15, (because of material cost) and we would all make the planes together. I knew I could never afford 15 motors, speed controllers etc... so I decided I would try to get 5 set-ups. That would be 5 motors, 5 speed controllers, 10 servos and 10 transmitters set into 5 buddy box sets. I took inventory of what the education program already had, what I could donate and put out emails to club members asking for donations and like always, they were very generous. I got all the transmitters I needed, a few motors and speed controllers, props etc.... I also got some servos, but most were standard size and just to big for this project, but they have and will be used for other buddy box planes the education program already owns.

I know I couldn't get everything donated, like the foam (which I did find a free source after I bought the foam) so I had to buy many items. Because I have been doing this for a while we have an education fund in place. The funds have come from a couple places, one being club raffles. I am a tight wad anyway, so I looked long and hard for the right things I needed. Both local hobby shops, All Around RC and Hobby in Redding and Redding RC in Anderson, (CA) not only donated, but also helped with the price on some of the items I bought (thanks to you both). On the previous page you see a picture of cutting the cores. Building continues page 3.



Left in Red, Teacher Chris Forte inspects a wing core.
Right, a student marks his wing and core tops with his initials and which side is up!



Above, Mercury Adhesives 5 minute epoxy is used to join wing halves. Below, after spraying 377 type adhesive on both sides of the wings (to help tape or coverings stick), strapping tape is used in place of conventional balsa or plywood spar.



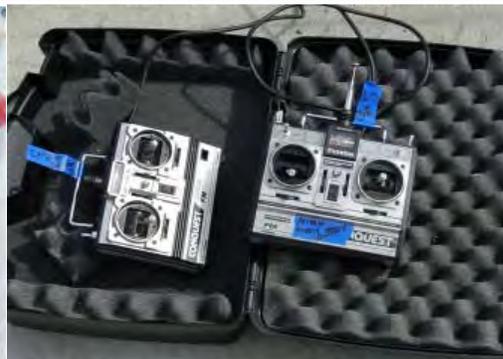
Front of wing is then cut off (no incidence up or down, thrust right or left). Plywood motor mount/firewall with 3" dowel is epoxied on (with 30minute Mercury Adhesive).



At this point we had wings with strapping tape applied and a motor mount installed. While I talked about flight, balance, use of Elevons, etc... the students colored their creations, mostly with felt pins. Our next steps were to put the Elevons and winglets on. The winglets or side force generators were made from Coroplast. We used simple 1/8" x 3" balsa sheeting to make our Elevons. The already handy and stronger than necessary strapping tape was used for full length hinges, and to attach the winglets. Next was, motors, servos, control horns, speed controllers etc... Then each plane was balanced with its battery.



In between things a student uses a flight simulator (screen on the right). (Not while I was teaching. This was when the school's computer guy was installing it.) Right: me teaching about attaching the templates... I think?



Various motors, servos, speed controllers and transmitters were used. Most .72MHZ, but 1 2.4 system. All day we had 12 transmitters and 6 planes ready to fly, with 4 instructor pilots rotating planes/students.

Below, more planes (built exclusive with Mercury Adhesives) lined up and ready to go. I am asked why I do this, although I didn't get many pictures, the next page shows why. The kids had a blast, they acted with respect for the club field, rules, each other and the instructors.



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