



# 95th Street Group Newsletter

Volume VI, Issue 2

May  
2018

## The President's Corner

**G**reetings fellow RC flyers! Today is April 16<sup>th</sup> and the weather has not been exactly what I've been expecting for Spring here in Shawnee, Kansas. Two days ago it was 84 degrees and today it is 28 degrees and snow on the ground. Drats!

So far, this has been a lousy flying season for model airplanes. If it's warm enough to fly, then it's too windy. In fact, I got more flying done during January than I did during March and April this year. I'm banking on the weather being much better by the time you read this.

I did manage to make it to the field the other day. I just wanted to make sure things were still looking good and, so far, everything is still in its place. For some reason, we do seem to have an abundant crop of dried corn husks scattered around the field. I personally haven't noticed that much debris following the harvest in the past and, hopefully, the wind will take care of most of the husks before the summer flying season begins. In the meantime, Charlie and I picked up a bunch the last time we were out. Charlie's jets don't handle corn husks



passing thru the fan unit very well!

I am hoping we get more people out to enjoy the field this year. Several of us generally go out on Wednesday evenings. If you'd like to be texted whenever we are going, please let me know. Keep in mind, sometimes it's at the last minute. I go to the field quite a bit so if you need help for anything please let me know.

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## Annual Work Day—2018

The club's annual workday event was held on Saturday, April 28th and there is both good news and bad news to share.

First the bad news: In spite of all our advance planning, the weather decided not to cooperate. The original date

planned for the event had to be postponed and rescheduled, at the last minute, for the following weekend. This change may have accounted, at least in part, for the less-than-average turnout. The total count was less than twenty members! A contributing factor might

also have been the lack of plans for combining the work with some type of cookout. Something to think about for next year.

The good news is that the amount of work planned for this year's

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**Special interest item:**  
**The Darrell Watts Memorial Heart of America Float Fly**

**June 2nd and 3rd, 2018**

**Lake Miola**

Located 20 miles south of Kansas City at Paola, KS.

**See page-8 for additional information.**



## The Presidents Corner (cont.)

*I have been thinking about a small “take-apart” plane for a couple of years.*



*...the “3DT” has a 24” wingspan and is 24” long. It’s made with 6mm EPP foam with some carbon-fiber reinforcement.*

As many of you know, I have a travel trailer and my loving spouse, Gay, and I enjoy taking it out on occasion. We don’t have a lot of storage space, so taking an RC plane can be a bit of a problem. I have been thinking about a small “take-apart” plane for a couple of years. The plane needed to fit into a box, be aerobatic and also be durable. I figured an EPP foam plane, about 24 inch span, would be perfect. So how do I make the wing removable?

After getting a little help from a friend of mine, someone who had pretty much solved the problem, I designed the “3D Traveler” or “3DT”, as I call it.

I made some modifications to the wing attachment method and copied a design using features from another foam aircraft that I fly and really like.

The result is that the “3DT” has a 24 inch span and is 24 inches long. It’s made with 6mm EPP foam with some carbon-fiber reinforcement. Paint is Krylon “Shortcuts” and paper masks I cut. The weight is 3 ounces and it uses a 2 cell 300MAh battery, a Hobby

King 3200KV motor and a 6X3 prop. The combination provides about 6 minute of flying with great power whenever it’s needed.

The canopy is hinged at the front. The wing is attached with 4-40 screws to the flat body that has blind nuts installed. The wing has wooden dowel rod pieces with holes in them to run the screws thru. The canopy goes back in over the wing and is held in place by 3 small magnets. Because this plane is small, I decided not to have the tail removable as it didn’t save any room in the box.

The plane fits nicely into a 25 x 10 x 7 inch corrugated storage box for travel. I can even fit some extra props, batteries and tools into the same box. It flies great and I’m looking forward to taking it along on our camping adventures this summer.

I have templates if anyone is interested in building a little “travel foamy.”

I hope you are all looking forward to a great year of flying at the field in 2018. I know I am. Let’s all try to get out and have some RC fun and fellowship this year.



*The Cockpit/Canopy section of the fuselage is held in place by magnets and an indexing tab. It’s removable to allow access to the wing-mounting screws and for separating the wing from the fuselage.*

*Ha, ha, ha...here comes those crazy R/C flyers again. Let’s have some fun!*





## Annual Work Day—2018 (cont.)



event was minimal. Thanks to our club president and vice president much of the “repair work” was prefabricated (by them) and ready for installation. In addition, the weather was nearly perfect...cool temps, clear sky and a very light wind.

One of the wooden picnic tables was repaired and both wooden tables received a fresh coat of paint. The inside of the storage trailer was cleaned; the safety fence re-secured at various locations; perimeter fencing replaced and flagged with highly visible ribbons. New windsocks were added at both ends of the flight line and the bulletin board was spruced up and is looking new again. Both of the club’s riding mowers were “tested” by a couple of ambitious members. One of the mowers was found to have an issue...it appeared to be in need of a new battery.

The biggest surprise was “no water pressure” for the sprinkler system! The pump could be heard cycling, but nothing was reaching the output section of pipe located between the well head and the storage trailer. Not a drop...not a good sign!

After lots of “hands-on labor” removing and checking the inlet screen on the submersible pump, the problem turned out being the check valve at the well head. Seems that sitting idle over winter causes the valve to stick shut. “Unstick the check valve” probably needs to be added to next year’s start-up checklist.

Several members did stick round to do some flying once the work was done...primarily electrics and only a handful of flights. All in all, it was a good day.

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## Annual Work Day—2018 (cont.)



### The Case of the Fly-Away Prop

By: Vince Bartone

I would like to talk a little about my recent experiences...those that makes sense to share because I learned something important. I had been flying the Brenner-Gaishin Version-1 Contra Prop system since it was first released. Since then, however, I've been flying the version 4 system...it's been two seasons now.

During the summer of 2017, I was trimming a new

Allure when the entire contra system came detached from the motor while flying a turn around maneuver. It was a challenge to land the plane in that conditions, but I was able to save the plane. Yes, it's bad news considering the cost of the unit. Can you imagine seeing both props falling and the plane descending dead stick at the same time?

During the trimming process, I was changing the

thrust angle and I am sure that I was in a hurry and didn't tighten the pinion gear head cap screw sufficiently. The unit came down somewhere in the bean fields surrounding the runway. This too is really bad news because the beans were really dense.

I tried to find the prop system that same day, but it was practically impossible. That night was a struggle for me because I was trying



## The Case of the Fly-Away Prop (cont.)

to come up with the best way to hunt for it without having to crawl on my hands and knees!

I had chance to talk with some RC friends and the best plan we came up with was to use a drone to hunt it from above. As usual, we have all kinds of friends in the club and, in this case, there was one who had very nice drone. I called him, and we put together a plan. He suggested shooting a video of the area (See picture 1 of the drone ready to go). I brought a table to use as a landing pad for the drone. The table has 4 ft legs and looking at the picture you can appreciate just how dense the beans were.

We covered the entire area, recording the video in a minidisk. This was the most boring video that you could ever watch. Unfortunately, I was unable to locate the contra after expending hours looking at beans on a computer screen. Then decide to switch to Option B.

Option B involved using Google Earth to try to concentrate in most likely area that the contra went down. The attached picture shows the Google Earth view of the field.

The actual landing strip is marked with "FIELD". The red line is the line of flying that is about 150 meters from the pilot position shown as a white spot at the field. I usually try flying at an angle whenever possible to avoid overflying the gun club.

The "Point 1" is where I was predicting that the contra went down. Yes, it was close to the road, but we had already checked that area the same day. I was also sure that didn't go that far because I saw it coming down (see field reference).

My wife noticed how worried I was over this ordeal. She offered to go with me to comb the field during weekend on Sunday. However, I got the chance to go a day before by myself.

I decided to go with a broom stick to help spread open the beans as I was walking. I started going from north to south close to the road and moving from west to east as I combed the field. I covered one pass from N to S and, when coming back to the north, **I found it!** It was incredible to see it there. See picture of the



Picture-1: Drone ready to go. The table has 4' legs and looking at the picture you can appreciate just how dense the beans were.



Picture-2: Google Earth view of the R/C flying site showing the approximate path of flight and predicted locations of their missing prop.

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## The Case of the Fly-Away Prop (cont.)

contra in the middle of the beans. I think took me about one half hour to find it.

The unit was in perfect condition...not even any damage to the props. Perhaps the dampening effect of the beans helped to avoid damage. Therefore, I no longer complain about the beans being very dense. Yes, I was very happy and lucky that day. Perhaps I should have played the lotto.

The Point #2 in the map shows the approximate point where I found the contra. It was very close to the predicting point.

Well, I hope that this doesn't happen to anyone else and I just wanted to share this experience.

After having this issue, I decided to buy a torque wrench. The manual specifies that the torque setting for the M4 socket head cap

screw in the pinion gear is 3 N.m (425 oz.in). I purchased the Tekton 24320 torque wrench and quickly noticed that the applied torque, with the tool, is more than I was using while torquing by hand. I still think that I just forgot to tighten it sufficiently and that's what caused the problem.

Now for additional safety, I am also using this wrench to torque the prop screws in my gasoline IMAC planes. This will introduce an additional safety factor. I noticed that at the tire stores, mechanics torque all the wheel lugs and a second mechanic repeats the process. Think about this. We need to do it twice or have a friend to do it to make sure is good and safe to go. Now, I am checking for those important screws twice to make sure they are done correctly.

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Picture-3: "I found it!" The unit was in perfect condition...not even any damage to the props



An excellent summary of where R/C flying stands in the eyes of the FAA that was published in the May/June 2017 edition of the FAA's **Safety Briefing** magazine. It's titled "You & UAS" and it's worth reading. The publication can be found at:

[https://www.faa.gov/news/safety\\_briefing/2017/media/MayJun2017.pdf](https://www.faa.gov/news/safety_briefing/2017/media/MayJun2017.pdf)



## Planting Season is Underway

**T**he farmland surrounding the Kaw Valley Aerodrome gets another crop of soy beans this year. According to farmer Mike Manson, the only exception will be about 4 acres of watermelons planted along the east side of the runway.

If you haven't yet had a chance to talk with Mike, then you're missing a good opportunity. Not only is Mike a friendly kind of guy, he also gets a kick out of seeing us fly. In fact, he's mentioned on several occasions that he'd like to bring his grandchildren out to watch. Let's hope that actually happens some day. That might give us a chance to introduce yet another child to the wonders of R/C flying.

We've been exploring, with Mike, the possibility of

doing some advance coordination whenever certain types of crop spraying is planned. In particular, there are several types of herbicides that could prove harmful to humans during the application process and should be avoided whenever possible. We'll keep you informed if we're able to work something out.

We've assured Mike that we'll do our very best to minimize crop damage whenever retrieving a wayward aircraft. Please don't drive into or onto the planted areas...even though you might observe Mike, the melon man or one of his compadres doing it. After all, it's their baby!





### The Buzz Around the Field

#### The Darrell Watts Memorial Heart of America Float Fly

June 2nd and 3rd 2018  
Lake Miola, 20 miles south of Kansas City at Paola, KS.

- Only \$15 for one or both days!
- Flying 9:30am to 5pm each day.
- Retrieval boat.
- City Park lawn for a pit area.
- Large take-off and landing area.
- Lunch available on site.
- Camping at flying site (no hookups)
- Overnight camping with electrical hookups in the park.

www.rcbarnstormers.info  
Email: pmcgheekc@gmail.com



“Kiss the bench!” Spotted at the field during April was one of editor-Ed & Elaine’s electricians hoping to grow into something larger! Sorry Flex Innovations QQ Extra 300, that’s not going to happen.

The QQ did, however, get both a motor and battery upgrade over the winter. Trading out the 3s battery for a 4s pack and the Ponza-10 1250Kv motor for the Ponza-10 1020Kv brought it to life!



Yes folks, it’s always enjoyable watching grownups having fun. That’s Jim Kifer (ctr.) giving Jerry Brown (rt.) some “rabbit ears” while Phil Adams (lft.) looks on.



Wow! Remember when? .It was back in 2004 when the sign at the entry gate first went up!.



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### The 2018 Club Officers Are:



Pres.  
J. Brown



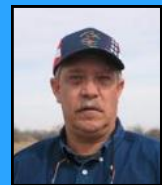
Vice-Pres.  
R. Abels



Sec.  
M. McNeill



Treas.  
B. Alexander



Field Marshal  
R. Donley