



StickTime

Newsletter of the

Sky Knights Aeromodeling Team

OCTOBER 2013

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Meeting minutes 4

CALENDAR

Next meeting:

Thursday Oct. 24, 7 PM,
Round Lake Library

Next night flight:

Saturday Nov. 16, sunset 4:30 PM !

OFFICERS

President:

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Vice President:

Dave Stritter 847-546-1966

Secretary:

Christoph Olesch 847-558-9179

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2 Yr. Director:

Remington McCombs 847-543-1519

1 Yr. Director:

Rich Granitz 847-973-1721

1 Yr. Director:

Al Parshall 847-623-8954

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Meeting note:

The October meeting on Thursday the 24th is the last of the Thursday meetings. We return to meeting on the 4th Monday of the month in November.

Sign of the times?

At our weekly Monday fly-in on Oct. 14 we had so many multi-rotor craft there that someone suggested we get a picture with all of them in the air at once. The trouble was that there was no one there without a multi-rotor to take the picture! Present that afternoon were Dave Cameron, John Clauson, Magic Dave, Jon Earley, Christoph Olesch and Peter Spero. Not that we have become a multi-rotor club specifically, but it indicates the exploding popularity of multi-rotor RC flying and building.

Another increasing trend is that four of those six pilots were flying FPV at least part of the time. Our field has been featured in quite a few videos on YouTube and Vimeo, mainly by Dave Cameron. The Sky Knights have become a good repository of knowledge on FPV and multirotors technology. Perhaps this could aid in attracting new members.

President's Patter

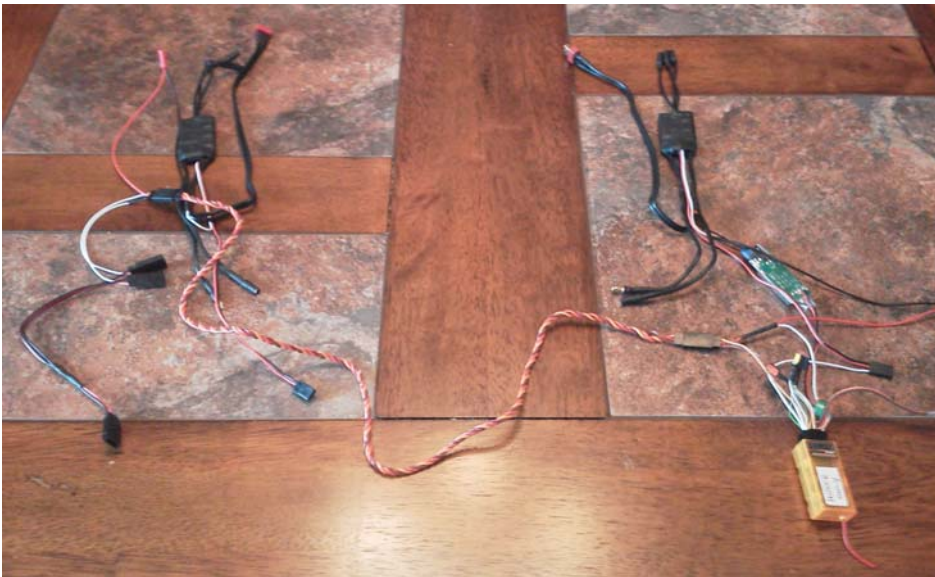
Instead of his usual column this month, Jon Earley wanted to contribute some pictures of his updating of his twin Mustang, otherwise known as a North American F-82, which was originally built by the late Weldon Smith. It hasn't flown yet, but it's getting close. All accompanying text is from Jon.

(continued on p. 2 and 3)





What to do with a older electric twin. I recently had the chance to purchase a beautiful scratch built twin, built by Weldon Smith. Ralph Warner had purchased this at the estate sale and had put it up for sale at the field one day. Not wanting to miss out on the opportunity to own a WS model, I negotiated a price with the only stipulation that R.W. would be present on the maiden flight.

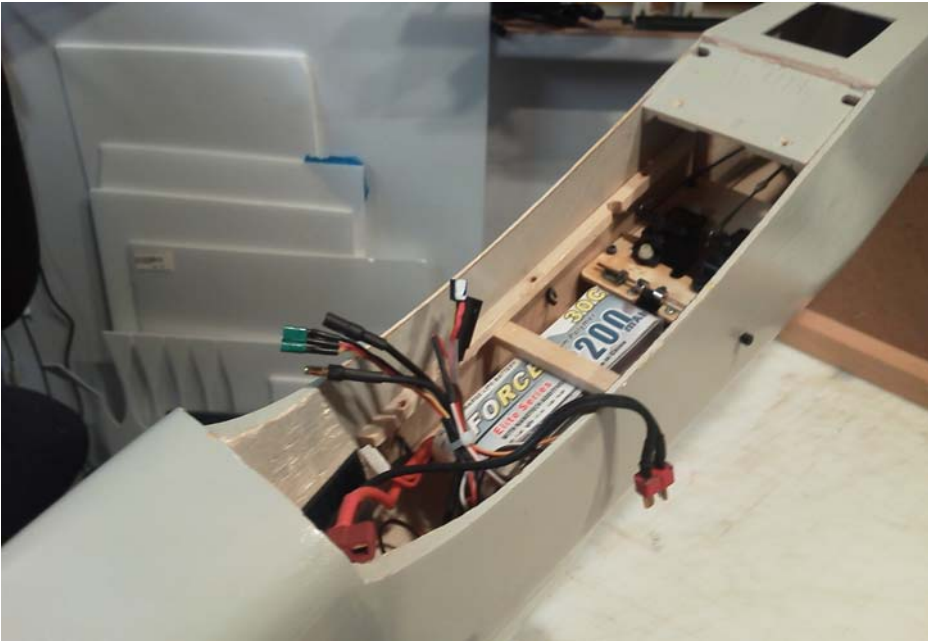


The workmanship was beautiful but the electrical was outdated to say the least. For power two AstroFlight inrunners had been installed along with a single 45 amp Castle ESC. Servos were of the older "G" style units. So after determining max amps (16) per motor, I went with two 20 amp esc's. Then I determined amp draw of about 15 at WOT (wide open throttle) and decided on a pair of 2200mAh 3S lipos.

Now that the basics had been figured out it was time to make up a harness. The challenge being making it removable, unpluggable and such. With the aid of bullet connectors and servo leads a twin harness was born. Servos were adapted over to our newer "J" style and should perform perfect.



Installation of harness and lipo mount on the CG. Pretty straightforward: I like putting my batteries on the CG in case I need to upgrade later down the road. Downside is the need to remove wing to access lipos. I figure this being a few time a year plane, the hassle was OK. Also note the push/pull switch on the side of the fuse. This is my safety feature to not arm the motors until the switch is activated.



Top: batteries on CG.



Left: installation of the wing along with all the extensions. Color coded for ease of assembly.

Bottom left: trial fitting the wing and adjusting all the throws on the servos. The plane is equipped with mechanical retracts. Took a little time to tweak them but they seem to hold up well.

The plane came with this wonderful holder also. It positions the fuses perfectly to attach the wing. Weldon was a excellent craftsman. The lines of the plane are beautiful. I believe I ended up at 4lbs AUW (all up weight) in the end with approx.. 450 watts of power. Should fly wonderfully. Still have not had the perfect chance to fly, maybe next year.



Date: 9/26/13

Meeting Started At: 7:00 PM

Meeting Ended At: 8:15 PM

Attendance – Members: 7

Guests: 0

Roll Call:

President: Jon Earley Y Vice President: Dave Stritter N Secretary: Christoph G. Olesch Y Treasurer: John Losch Y

1 Year Directors: Al Parshall Y Rich Granitz Y 2 Year Directors: Ralph Warner Y Remington McCombs: N

Treasurer's Report (John Losch):

The treasurer's report was approved as presented

The minutes of the last meeting were approved as published in StickTime.

Secretary's Report (Christoph Olesch): I will be reviewing the status of all membership applications, making sure we all active member documentation correct and current.

Safety Report (Al Parshall): No significant hazards have been observed.

Field Report:

Jon Earley: We will do some general field maintenance and cleaning this coming Monday, September 30, 2013. Ralph Warner will supply fuel to burn the brush. Other members volunteered to arrive early and start general maintenance.

Old Business: none

New Business:

1. We have a new member joining Sky Knights – Peter's craft preference is a Quad and has shown great skills at the field. Welcome Peter.
2. General discussions were held regarding the future of FPV. Both Jon Early and Ralph Warner foresee the possible ruling for licensing requirements, in order to be able to fly this mode.
3. Because of abuse and some hobbyists not following the AMA guidelines –such as maintaining craft within observer distance and having spotters – DuPage County Forest Preserve has banned the practice of FPV on its grounds.
4. With the recent 3D helicopter accident and other potential risks, we can expect further such actions by other facilities and or organizations.
5. Ralph Warner mentioned that some significant and renowned business in the RC hobby industry will announce their closing, further showing that this industry is in decline.

Attending Members were made aware to note that the next club meeting will also be held on a Thursday, October 24, 2013.

Good of the Club:

Ralph Warner had the opportunity to recently visit the Kitty Hawk field, where aviation for the Wright Brothers began. He suggested that anyone in the area should definitely take the time to visit and support this historical facility, and that with the support and influence of the AMA, that this area can be used to offer RC flying fields in the area and promote model aviation.

Show and Tell:

1. David Cioni brought in a balsa glider he built some 27 years ago, and sought advice from members of how to best convert the old brushed motor and electronics to the new brushless technology. After a lot of debate, David concluded to keep the keep the high quality, hardly used brushed motor and replace only outdated technology.
2. Christoph requested advice from the group, regarding adequate ESC Amps for his new, large Quad build, utilizing O.S. 750Kv motors. Final suggestions were to follow the lead of what manufacturers recommend, or at least a 10-20% increased rating of the maximum requirement of the motor.