

# The Flying Times

The Official Newsletter of the Valley RC Flying Club

MARCH 2005

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## IMPORTANT NOTICE

Club Meeting: March 1, 2005 7:30 PM

Please note that the time is 7:30 and not 7:00 PM as was discussed at the February meeting. Also note that the meeting will be held at:  
**Bridgewater Church of the Brethren.**

### Directions to new meeting place:

From I-81 (north or South): Exit at exit 240, Mt. Crawford, and take Rte 257 West toward Bridgewater. When you come into Bridgewater, you will take a right on College View Drive right at the Bridgewater College entrance signs. Continue right and take the second left into the church parking lot.

From Rte 11 from Harrisonburg: Take Rte 11 South past the flying field and continue on to the stop light at Mt. Crawford, turn right on 257 West toward Bridgewater. Turn right on College View Drive at the Bridgewater College entrance sign. Take the second left up to the church.

From Rte 42 (from Churchville, Mt. Solon): Come into Bridgewater, take a RIGHT at the stoplight at the Hardees onto Dinkel Ave. Continue all the way through the Bridgewater College Campus on Dinkel Ave. Immediately after leaving the college campus, take a left on College View Drive. Take the second left into the church parking lot.

From Rte 42 from Harrisonburg: Come into Bridgewater to the traffic light at the Hardees. Turn LEFT onto Dinkel Ave. Continue all the way through the Bridgewater College Campus on Dinkel Ave. Immediately after leaving the

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college campus, take a left on College View Drive. Take the second left into the church parking lot.

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From the South parking lot we may enter the building through the Sunday School Entrance and the room will be the third door on the right. The South parking lot is the first one you come to after turning off College View Drive.

Members should park as close to the top of the hill as possible to make the entrances closer. Those that prefer to enter through the South main entrance through the breeze way into the Visiting Hall will need to take the first right approximately 10 to 15 feet inside the main door.

Following that hall, with the Library on the right and the rest rooms on the left, to the third door on the left after the rest rooms. Watch for the sign of Sojourners at the classroom door and I plan to place another sign at the door, "VRCFC meeting here".

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**Tip of the Month:**  
**Submitted by Dave Burgess**

Twitching Servos..

You have all had this problem at one time or another. Most times it's, the transmitter being too close to the receiver, freshly charged battery and sometime just the one servo.

My problem turned out to be none of the above. All servos twitched, and found they even twitched in flight, not an easy feeling. I wiggled battery connections in both Rx and TX, no luck, but seemed to lessen when I wiggled the TX connections.

I then thought of the club scanner, it should be able to tell me if it's the TX or RX. Well with the right setting, the Scanner signal gives off bird like sounds when the servos twitched.

I now have isolated it to the TX. After much

prodding and re-heating solder joints in the DC power supply lines I found that the DC power going to the Spectra module had a cold solder joint. It was caused by a piece of rubber shielding that was glued to the back of the module power pins. Apparently the acid in the glue ate into the solder joint and made it go bad.

At this point I don't know if a xtal or xtal module (Futaba) would give off the same sounds in the scanner. One thing I found out is that a Hitec Spectra (multiple channel plug-in module) will plug into a Futaba and a Futaba Xtal module will plug into a Hitec.. Focus 7X TX

Soft Landings Dave B.

**Biography of the Month:=====**  
**Randy Ryman, Newsletter editor, Valley RC Flying Club**

I was born and raised in Harrisonburg, and have lived here all my life, except for a 4 year all expense paid world tour, compliments of the U.S. Air Force. I've been crazy about airplanes all my life, from as far back as I can remember. I always wanted to fly full scale and/or radio control. The first stick and tissue kit I can remember building and flying was when I was about 12. It was a Jetco "Nordic 72". It was a free flight glider, cost \$5.00 back then and flew excellent. So good, in fact that I almost lost it on a flight. Fortunately, I was able to keep an eye on it and it landed about a mile down the hollow from where I launched it. In 1977 I made the choice to go to radio control, (I thought that would be cheaper-Ha!) instead of full scale flying, since I really had no use for a full scale license. Besides, my son Wes was 2 years old at the time and I thought he would get more enjoyment out of the radio control end of it. (apparently I was right about that part, anyway)

Except for about a 9 year period where Wes and I developed other interests, we're still going strong in the hobby some 27 years after we started. To date, I have personally built some 61

different planes, (that I can remember) most of which were radio controlled, and most of which actually survived at least one flight! My particular interest in the hobby for the past several years has been focused on warbirds, and

multi-engine types in particular. I currently have three flyable twins, and a 4 engine AC-130, and my winter project which is on the way is a Stafford B-24 Liberator, also a 4 engine model. I have been fortunate as of this writing not to have experienced an engine out situation with any of them yet, but I know my turn will come!

I've been married for 33 years to the same very model tolerant wife. When you can't eat dinner on the dining room table because it's being used for a "building table", and the wife actually tolerates it, you know you married the right woman!! I've since graduated to my own building room in the basement. (didn't want to push my luck!)

I have always enjoyed building from kits, and I probably enjoy that about as much as the flying end of the hobby.

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**UPDATE: Randy Reports**

Wes Ryman became a "Daddy" Feb. 17 at 4:33am, and Karen and I became Grandparents for the second time in 6 months. (the other one was our daughter Bevs girl.) Hannah Marie Ryman weighed 6# 15oz, 18.25 in. long and as far as we know now, Mother (Stacy) and daughter are doing fine. Now I have a granddaughter for each arm!!



**Congratulations to all!**

## Buy, Sell or Trade: =====

For Sale: 1 almost new ASP .25 glow engine. Less than 20 minutes running time on this engine. \$35.00, and the engine comes attached to a Hobby Lobby Mini-Telemaster-45" wingspan, 3 channel (rudder, elevator, throttle.) Ready for radio and flying. (the plane doesn't fly that good, but it's a good engine!!)

Contact: Randy Ryman 434-2646 or [rryan@shentel.net](mailto:rryan@shentel.net)

## Building Tips

**Slotting hinges:** If you are building a model that requires shaping of the ailerons, usually the hinges are installed on the centerline of the aileron and stab. If the hinge is on center, usually the control surface has a double taper to the hinge line. I have found that marking this hinge line and cutting the slots Before doing the tapering makes for an easier job. Draw a centerline the length of the control surface and space out the hinges per directions or plans. Dubro makes a great hinge slotting tool set with a centering guide. Robart also makes a centering guide for their hinge points. The electric hinge slotting tool is also a great time saver if you are installing the flat type hinges or the CA hinges.

**Installing hinges:** One question that always comes up about installing flat hinges is, "How do you get the epoxy into those hinge slots?" one good way to install them is as follows: Buy a pack of the clear plastic drinking straws at the local supermarket. I assume that you have all the surfaces covered and are ready to install hinges, having located the slots through the covering. First, take a metal jar lid, such as one off a quart Mayonaise jar, and put some Vaseline in it. Put in just enough to make a pool about 1/8" deep when melted. Melt the Vaseline to liquid form, then take the hinges, fold them in half, and dip the hinge part with the pin into the Vaseline and you will see the Vaseline "wick" up into the hinge pin. This will prevent any epoxy from sticking to that part. Have a paper plate ready to use for sitting the hinges on. Carefully place the hinge, still folded, with the hinge pin down, onto

the paper plate. Rest the hinge on the raised flange around the outside of the plate, so the Vaseline won't run up onto the part of the hinge where the epoxy goes later. By the time you set the hinge down, it's probably already set up anyway. After you have all the hinges done, prepare the control surfaces.

I usually use 30 minute epoxy for this, but you may use 12 minute if you're in a hurry, or 5 minute stuff if you are really daring!

Take several of the plastic straws and flatten the ends by pressing them over the side of a table or just run them through your fingers. The idea is to flatten the end so it will slip into the hinge slot. Get a couple straws ready. Next, take a little of the Vaseline on your finger and rub it over the hinge slot and just a little past it on both sides. This will prevent the epoxy from sticking to the covering.

Now mix up the epoxy in a mixing cup. Mix up as much as you think you can get done in one operation. When mixed, take one of the straws, put it in the epoxy, and suck the epoxy up into the straw. Remember I said to get "CLEAR" straws? This is so you can see how much epoxy you are getting into the straw. Trust me, you can tell if you get too much, epoxy tastes really crappy!! DO BE CAREFUL during this step.

Now take the straw, flatten the end again, and slip it into the hinge slot on the control surface. Squeeze the end of the straw toward the hinge slot as you gradually pull the straw out. You will get a hinge slot full of epoxy with little or no mess. Well, maybe the first couple you do will be messy, but you'll learn. I usually fill one control surface, elevator, rudder, aileron, etc, then install the hinges. You don't want the epoxy to start setting before you get the hinge in. Anyway, experiment with how many slots you can get filled and hinged. Put all the hinges in the control surfaces first, and allow the epoxy to dry. When dry, you can pick off any residual epoxy from the hinge and/or control surface. After that is done, Do the same for the other slots and install the control surfaces. After the epoxy is set, you can use an exacto knife to pick off the excess epoxy. You should end up with a freely operating control surface. Stiff control surfaces cause undue strain on servos and more current drain from the on board battery.

I have used this method since someone else showed me years ago, and I have NEVER had a hinge failure using this method.

IF the model you are building/assembling has an elevator joiner that connects through the rudder, be sure to install the elevator first, before the rudder.

**Meeting Program: =====**

Show n' Tell for March

For the newcomers to the club and others also, this month will be a short discussion on various adhesives available for model building/assembling. Samples showing their use as well as some do's and don'ts, and maybe some tips on how to save weight during building.

Also:

Model for the month of March

This month's model will be my winter project, the B-24 Liberator. (If I can get it fitted in the wife's vehicle!) This plane was modeled after the "Strawberry Bitch", a B-24D so named after the pinkish color it was painted.

It flew out of Africa during 1943-44. The full scale counterpart is on display at the U.S. Air Force Museum in Dayton, Ohio.

