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TaleSpins

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Next Meeting

The next meeting will be held on Saturday, February 13th, 2014, at 7:30 at the Heritage Free Will Baptist Church.

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Smitty's Old Timer – '37 Lanzo Airbourn

NO FLYING BEFORE 12:00 PM ON SUNDAYS

VISIT OUR LOCAL HOBBY SHOPS!

Fredericksburg Aeromasters
Meeting Minutes
January 11, 2014

The Fredericksburg Aeromasters Annual Dinner was held Saturday, January 11, at Heritage Free Will Baptist Church. Members, families and guests were in attendance. A covered dish dinner was enjoyed by all. Many thanks to all those who prepared the delicious dishes, deserts and helped in the setting up the church for our dinner.

Matt called the meeting to order at 1:30 PM.

All Reports were waived to the February meeting.

Matt, thanked all of the Club and family members for their contributions to the success of the Club during 2013.

Matt presented certifies to outgoing Club officers and committee members.

Matt presented the 2014 Club officers and Executive Committee:

- President, Matt Yoder
- Vice President (Programs), Jim Chandler
- Secretary, Larry Lycett
- Treasurer, Jason Maynard
- Member-at-large, Dan Cox
- Member-at-large, Derek Cox

Matt asked for all members to make recommendations for 2014 club activities, e.g. swap shop, community activities or seminars. Forward you ideas to Matt or bring them to February meeting / planning session.

Hank expressed the AMA's acknowledgement of Aeromasters 20 year Leaders Club participation. We were one of thirteen clubs nationwide receiving this award and the President of AMA made a special presentation to the Club.

The Quaker Part 2- The Fuselage

Last month I reported that Penn Valley Hobbies had closed down. Doing some further checking, I found that they only closed the doors to the store but were thriving on the Internet, both through their own Website and the E-Bay web site. I ordered the Quaker 54 inch Old Timer and had it delivered in three days. This put me into a little bit of a situation, to continue with the scratch built or build the kit from Penn Valley. I chose to do both, and do a comparison.

My first observation was in the wing tips, they were die cut 3/32" balsa in three pieces, but found they split if too much pressure was put on during assembly. I resolved this by using the original Quaker wet balsa strip wrap around edge, but in just one layer. It resulted in a tremendous increase in strength.

The second thing I noticed was the use of 3/16" spars. The wing used 4 altogether, one over and one under in the mid front (wing tip aligned) and mid back. The Original had three spars at 1/4 inch front, wing tip and back.

The quarter inch 3 spar version feels stronger, but it is also heavier. We will see the difference in how they fly. Incidentally, the wings are interchangeable- same size, same cord, and same wingspan.

Well let's get on to the fuselage. In both the kit and the scratch built, I prepared a duplicate set of plans for the top and side views of the fuselage mounted them on my builder board and covered them with wax paper. The bottom front stix had a fairly strong curve in them so they were wet down bent, and pinned in place until they were dry. One side was

assembled and glued. The next thing was to duplicate that by adding another layer of wax paper over the first side. The second side was assembled right over the first side, so that they were identical. The Original Quaker was all 1/4" stix, whereas the 54" kit had a 3/16" balsa sheet from the rear of the cockpit to the nose, with the explanation that it would not have been strong enough. Also the landing gear is permanently mounted rather than held on by rubber bands.

One thing though, the landing gear was precut in the kit and fit together perfectly. A lack of detail in the scratch build plans caused a lot of guess work and resulted in a narrower and higher landing gear assembly.

Getting back to construction, connecting the halves, into a perfectly symmetrical body was the first challenge in the construction of the plane. With one side flat down, and two small squares ready, the cross pieces were glued to the area from the back of the windshield to the rear of the cockpit. All cross pieces were the same size. This is the only area that both sides of the body are parallel to each other.

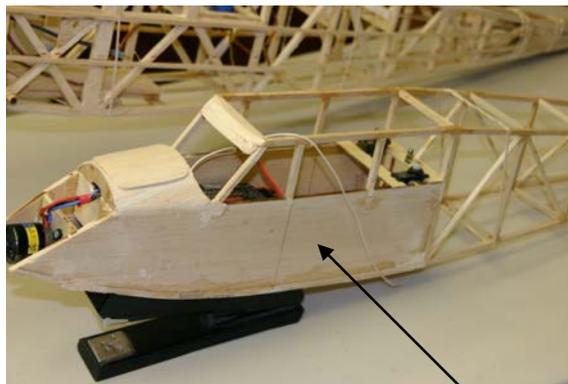
Once dry and rigid, the other side of the body was glued on top of the uprights, making sure that the nose and tail of the upper surface were positioned directly and exactly per-pendicular to the to the lower surface. That was half the battle won, next the back end. Since there were no formers for the body all the upper and lower horizontal spars were cut, and place in two at a time from the rear of the cockpit to the tail end, keeping an eye on the back end of the fuselage sides so that they would mate when the last set of cross pieces were glued in. Result- pretty good but not perfect.

The front end from the front of the cockpit to the tip of the nose had a pretty drastic bend, going from 3-1/2" width to just over 2" along the five inch distance. Here I wet the wood and bent it to near that shape over the top view of the plans. The kit build had front formers and a firewall, simplifying that area, whereas the scratch built had only cross stix and a firewall. Both versions were modified for electric motors, ESC's, and batteries and a wing mount positional post.

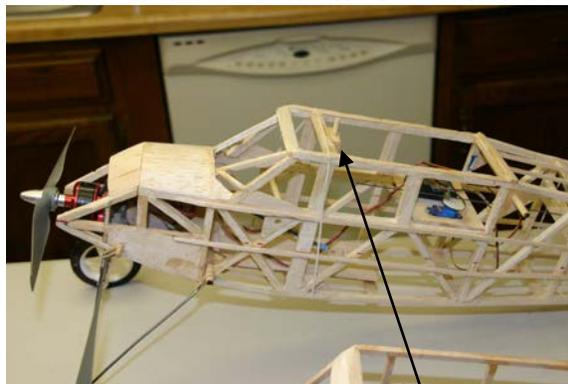
Right now both bodies are pretty much finished, added servos mounts and servos and push rods side stringers as per the plans. The scratch built will require a lot of sanding and detail work to look good in a transparent covering. The kit will not need half the work to get ready for covering. The body of the scratch build is also heavier, (more glue used, heavier spars). Both seem like they will balance well.

The kit had a warning - Build in at least a quarter inch wash in one of the wings as the motor torque would cause a flip on takeoff, if the motor was too big (the upper range .15 electric) or running too fast on take off. Not knowing exactly what I needed (still don't have a motor), I opted for the ailerons, both to help this situation and for at least in-air trim, if necessary.

Next time the Tail Feathers and covering



Kit built version- Note- 3/16" sheet side



Scratch built version (Wing Positioner)



Scratch built



Kit built

Note the apparent crookedness in the kit built, I had to redo this one at least twice apparently due to different grades of wood on opposite sides, causing unequal bends.