



TaleSpins

Editor: Jerry Gillis
dobieggil@aol.com
(703)-670-8053

[Http://www.fredaero.org/](http://www.fredaero.org/)

Next Meeting

The next meeting will be held on April 10th, 2014, at 7:30 at the Conference Center.

Contents:

March Newsletter.....Page 2
The Quaker Installment 3.....Page 4

Club Officers

President

Matt Yoder
Matthew_yoder
@comcast.net
(717) 658-5766

Vice President

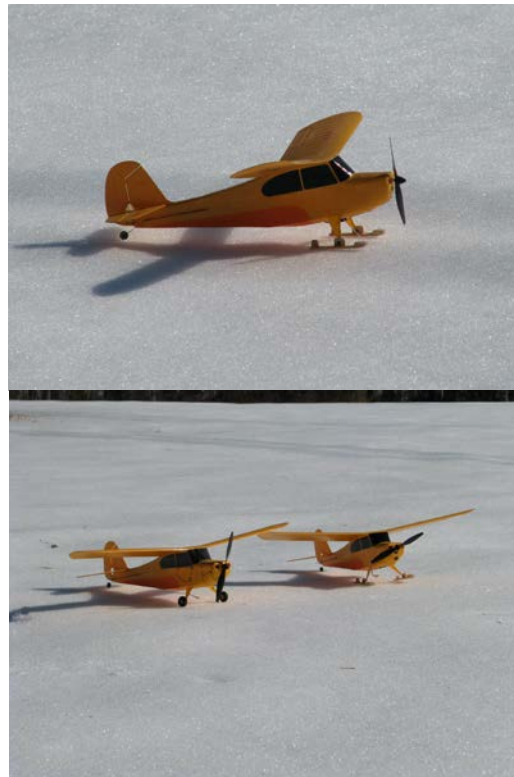
Jim Chandler
brim2063@verizon.net
(504-809-5250)

Secretary

Larry Lycett
velavia27@aol.com
TBD

Treasurer Jim

Jason Maynar
shellfish23@hotmail.com
(540)-878-0180



Jim Braithwaite contributed these Photos,
I believe taken In January

NO FLYING BEFORE 12:00 PM ON SUNDAYS

**VISIT OUR LOCAL HOBBY
SHOPS!**

FREDERICKSBURG AEROMASTERS
Meeting Minutes
March 13, 2014

Matt welcomed all 12 members and called to order the meeting at 7:29 PM.

Secretary's Report: Minutes of December meeting were read and motion to accept by Derek and seconded by Hank.

Treasures Report: Jason reported account balances as of March 13, 2014;

- Checking Account \$ 1,430.49
- Savings Account \$ 563.10
- Total \$1,993.59

Current and Paid members 27. A motion to accept the Report by Derek and seconded by Dan.

Committee Reports:

Safety – Jim reminded all members to stay focused when at flying field and follow safety rules.

Field – Bruce noted we may need to address standing water on driveway next to gate. It is recommended we lime, fertilize, seed and roll runway when weather permits.

Training -Jim Chandler – club needs additional flight trainers. Contact Jim Chandler.

Newsletter- Jerry indicated there was nothing to report.

Website – Brian – will update club application in October of each year going forward. New Member website access password provided to members.

News –Hank – has registered club for 2014 Model Aviation Day, August 16 with the Wind Walker Club. Details to follow. Hank also gave overview of new AMA rules for flying at demonstrations and events. See AMA magazine for details.

Old Business:

- You can now pay your club dues via credit card. Users of credit card will be assessed an additional fee of 2.75%.
- Hank has offered a free Snapper riding mower. Report pending on cost of repairs.

New Business:

- St. Elmo's Day May 3, rain date May 10

- Thanks to Dan Cox's generosity we now have a replacement riding mower. We (club members) thanked Dan. Please thank Dan when you see him at field.
- The field will be limed, fertilized, seeded and rolled when weather permits sometime in April. Hank made motion to allocate spending up to \$400.00, seconded by Jim Braithwaite and carried by all.
- Mowing schedule will be posted at field and in newsletter. If you are at field and mowing needs to be addressed please step-up and mow. Everyone's help is needed in keeping field in good condition.
- Matt will send out thank you letters to Freewill Baptist Church and Mr. Foster.
- Larry made motion for a \$50.00 donation to Moss Free Clinic, approve by all in attendance.
- Annual Audit of club's finances will be completed by Larry.
- Matt asked for ideas, from all, on club community activities. Please submit your ideas to Matt before next meeting.
- Hank has registered club for 2014 Model Aviation Day, August 16 with the Wind Walker Club. Details to follow.
- Hank gave overview of new AMA rules for flying at demonstrations and events. See AMA magazine for details.
- Jim Braithwaite gave an overview of public open house and Aeromasters static display at Stafford Regional Airport on January 25, 2014.

Motion to adjourn: Matt made motion to adjourn at 9:02 and seconded by Dan Cox.

Some Observations: The weather seems like it may be turning we have had a few warm days and a few dry days. I know someone has been flying, I see the evidence in the garbage cans (empty fuel jugs, lunch wrappers). I haven't been able to get there on Sundays but I know we have had a couple of decent Sunday flying days in the past three weeks. I was there this past Wednesday, but burned out my plane (electric) after taxing around for a while and just as I was about to put it in the air. The wind wasn't bad and the field was pretty dry. Hopefully we'll see a lot of you down there soon.

The Quaker

Part 3 -

Tail Feathers and covering

I'M not going to dwell on this a lot today, more or less just pass on some of the difficulties I had in finishing up the plane(s)

Doing the tail feathers was much like doing the wing, pretty straightforward construction over plans. The scratch version had airfoil; the kit version was flat with just rounded leading and training edges. I noticed that when I completed the scratch version, a slight bump on the vertical fin broke it off the plane. Did a little redesign on it and the kit version to eliminate the problem

I'll get to covering in a second, but I need to talk a little on the electric conversion adaptations. I mounted the prop(s) on a firewall just the right distance back from the desired location of the prop, and mounted the ESC at the most convenient spot such that the wires reached the receiver and battery and motor, with some slack in the battery leads. Next I located the battery more precisely, to give the plane the desired balance point. The kit plane balanced pretty well, while the scratch was very tail heavy, I had to add at least two ounces of weight to the nose.

Total weight of each plane:

Scratch (w/o battery): 2 pounds, 1 ounce

Kit (w/o battery): 1 pound, 3 7/8 ounces

Quite a bit of difference mainly because of the smaller wood thicknesses and widths

This really became an issue with the kit, as it is very fragile. I broke at least a half dozen body stringers while covering it.

So – on to the covering of the fuselage and tail. On the kit I use yellow and green transparent Top Flight MonoKote. On the scratch built I used yellow and blue transparent Hangar 9 Ultracote. I guess I should have reversed them between the planes as I had a heck of a time with them. The MonoKote gave me a fit on the fragile kit, It felt dry to start with, and It wouldn't adhere or stretch well without breaking something. After it was applied a heat gun wouldn't shrink it well, especially on the fuselage. I probably need to do it over with a more suitable covering. I held a heat gun against some bare material and after a couple of minutes it seems nothing happened except distortion.

The Kit built with the Ultracote was just the opposite. It was thin and glued better but it was so thin that static electricity was a major problem in handling it. It stretched a lot better with the heat gun, although I did burn one hole in it.

I still need to do a final assembly on the kit, and add some catgut tail braces on both planes. They may not look as good as I had hoped, but I believe they will fly well.

