

THE CLANKING ARMOR

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Lincoln, NE 68501-3605



NEWS AND ACTIVITIES OF THE LINCOLN SKY KNIGHTS R/C CLUB

President's Notes

To clarify what I said on last month's Prez Notes. Not knowing how to group them I said "R/C club" this is not entirely true as the guys that I ran into were not an organization, but just some guys that thought they knew all about us. They were flying planes at Holmes lake and I asked them to join us. A couple said that they had, and didn't want to do that again, and that we were jerks. That is where it all stemmed from. I was not alluding to the glider club, a group that I admire. On to a better topic, we have a soda machine

again and this one we can run without fear of outages or not selling enough. I still have to check it all out. I'll have it going as soon as I can get time. Until next time keep flying.

-Wilson

one of the new starting tables at the field



PROPOSED CONSTITUTIONAL AMENDMENT:

DELETE language in Article VI, paragraph 4, of the club constitution which reads as follows:

"Lifetime memberships will be available to any regular LSK member. Lifetime dues would be set at the same time the regular annual dues are set. Lifetime memberships would comply to all articles set forth in this constitution. Lifetime dues may be paid in four equal payments to the club treasurer. Full payment must be satisfied within one year from the date of application. Lifetime memberships are non-refundable."

AND

ADOPT a revised Article VI, paragraph 4, as follows:

"Lifetime memberships granted before July 1, 2005 shall be honored in accordance with terms in effect at the time such memberships were accepted."

A vote **FOR** this amendment will eliminate provisions for new lifetime memberships while maintaining existing lifetime memberships.

A vote **AGAINST** this amendment will retain current lifetime membership provisions.

NOTICE: We will vote on the proposed amendment change at the June 3rd LSK meeting.

Editor's Notes

What's up with the wind this month? We hope that you all have still been able to get some flying done. Not a whole lot to mention this month. Some more people have signed up to receive their newsletters via email. We thank you for helping us and the club. Just as a reminder, you can send an email to either abringhurst@kumc.edu or jhanda@alltel.net to add your name to the very prestigious list of people who enjoy seeing the newsletter in all its colorful glory and who also like receiving it a good 2-3 days before anybody else. We should name them the "e-list", sounds special doesn't it?! Good flights.

-Alex and Justin

April Minutes

It's my Secretary Leonard Akert called the April meeting of the Lincoln Sky Knights to order at 7:30 pm. The meeting was held at the LSK field at 134th and Waverly Road. Both the President and VP/CD were absent.

Treasurer's Report: Loren Blinde gave the Treasurer's report and it was accepted by the membership.

Safety Coordinator's Report: Brad Pankoke was not able to attend the meeting because of a new addition to his family. Monday March 21st at 3:00 AM they were blessed with a baby girl weighing 6 lbs. 19 Oz. Welcome to the club Darby Macrae Pankoke. Leonard Akert gave the report in Brad's absence. Leonard mentioned that when he re-chartered the club this year a memo was included that basically said that an AMA club must have a Safety Coordinator and it is the only required club officer. The other officers are not required by the AMA. The AMA will be contacting the safety coordinators via e-mail and setting up a line of communication with them across the country. Leonard Akert will be communicating with the AMA for Brad since he does not have a computer. Brad says that things have been very calm and has received no calls. He reminds us to fly safe and keep your fingers out of the props.

CD/VP Report: No official report was given since the CD/VP was absent. A tape recording was brought by Alan Worest on a handheld recorder but was inaudible. Dave Reiber announced that there would be no mall show this year until maybe this fall. Westfield shopping center is remodeling and there is no space right now for the mall show. He is also having difficulty dealing with the new management there. Leonard Akert mentioned if anyone had an idea of another place where we could show planes and one member reminded Leonard about the Lincoln Railroad Club's offer to share space on the second floor of the Industrial Arts building during the state fair. The question was raised about having to pay to get into the fair to be at the exhibit. Leonard Akert mentioned that he puts his Corvette on display at the State Fair and it costs him \$15.00 and he receives a large number of parking passes and gate passes, enough for two people to go to the fair everyday. There is also a plaque for being an exhibitor so the cost may be less for a group without a plaque.

New Members: Edward Printz was welcomed into the club.

Old Business: Don Svoboda was present and the rock was discussed. The recycled rock cost \$12.75 a ton and a truck carries 16 ton. There is a \$50.00 delivery charge plus tax. Don says it is about \$310.00 a truck by his estimates and we will need two trucks. Dave Reiber said he will spread the rock with his skid loader. The problem is that no rock is available right now so we will look at that next month.

Startup tables were discussed and two prototypes are now at the field. Svoboda mentioned that he has been to a lot of flying fields across the country and ours is the Taj Mahal compared to a lot of them he has seen. Ed Chicoine said he had built

one of the proto types and would like to be reimbursed for \$62.69 for materials. A motion was made and seconded to reimburse Ed for materials the motion was seconded and approved by the membership. Rich Kuening built the other prototype and said if the club members bought the lumber to make 4 more tables out of their own pockets and not out of the club budget he would donate the prototype to the club. He said that it cost about \$60.00 to make one of his starting tables. Ed Chicoine also mentioned that he has a Toro self propelled lawn mower that he would gladly donate it to the club. Members present at thought that would be a good idea.

Don Svoboda brought up the fact that our AMA sanctioned contests are not showing up in the Model Aviation Magazine. It was mentioned by some club members that sanctioning an event without the advertising in the magazine and the AMA website is a waste of money. It was brought up that there is a month lead time before the AMA website will post the event and a three month lead time for the magazine. In other words if we don't plan our events at least four months in advance the sanction will give us no publicity. We may need to look at planning our events and getting the sanctions in December and early January. Don said that he feels we may be being skipped over because there should be some mention of us by now. Leonard Akert will contact the AMA and see what is going on (see attachment).

Wilson will be picking up the pop machine and he found out that after he made repairs to the machine the asking price went from free to \$75.00. He said if the club would not make a motion to pay him back he would just donate it to the club.

The question of our Club sign being mounted on a post this spring came up and Don Svoboda said that it would be taken care of.

A letter from the USA F3A Aerobatics team was received requesting donations for their travel expenses. Should anyone be interested please contact Wilson for details.

Both our AMA club charter and our Waverly Chamber of Commerce membership certificate were received this past month.

Wilson acquired a box of #19 rubber bands to be used for the indoor glider contest shown in last months newsletter. Should anyone like to have a few for glider practice please contact Wilson.

New Business: Delmar Dorner said we need a new exhaust gasket, new spark plugs, and oil for the tractor. Delmar said he would install the gasket and do the spring maintenance. A motion was made to buy the maintenance parts for the tractor, seconded, and approved by the membership. Bernie Smith mentioned that it would be good to include the maintenance small tractor in the motion if it needed anything. The motion was amended and approved by the membership to include maintenance on the small tractor. Don Svoboda said he will pick up the parts needed, thanks again guys. Ed Chicoine wanted to donate a 2 cycle 21 inch Toro lawn mower if the club would clear a place to keep it. Motion was made to accept the lawnmower, seconded and approved by the membership.

Model of the Month: Three models this month. First John Willman with a beautiful scratch built Ultimate Biplane that is along the lines of a Carl Goldberg Ultimate. He molded all the parts out of fiberglass and graphite composites and ended up weighing 5 lbs. 4 Oz. with a YS .63 four stroke in it. The engine is almost half the weight of the plane. He says it flies great and has unlimited vertical performance. John said he was very proud of the way the plane turned out but he had an unbelievable amount of time in it and this would probably be his last scratch built airplane. Fantastic job John, looking forward to seeing it fly.

Don Svoboda brought an ARF Rare Bear and said he was very impressed with the kit. It is fiberglass with mechanical retracts and the spinner even comes with the kit. He said the mechanical retracts will be replaced by Robart pneumatic retracts. He is using a Supertiger .90 with a 14-7 prop. He also made a muffler with the exhaust coming out in the stock

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location. The Rare Bear ARF is available from Tower for about \$309.00.

Leonard Akert brought a Wing Manufacturing P-38. This was made from one of their short kits. The short kits are short on everything, no balsa, no plywood, no hardwood, and no decals. All you get is a plan with a few instructions on them, foam wing cores, a canopy, a pair of cowls, and some plastic radiators for the booms. Leonard said it was a very difficult model to build.



He would not suggest this model unless you wanted a real challenge. He said he had built two of the short kits a FW 190 and a P-40 and they seemed to be very easy to build even though these are scratch build kits. The P-38 ended up at almost 12 lbs. with a 71 inch wingspan and with two O.S. 46 FX engines. It has Spring-Air retractors and closing landing gear doors. Leonard came up with a way to open and close the doors using elastic cord from Hobby Lobby and will find out how well they work in the air. As soon as the engines are broken in and synchronized it will be flown. Rich Kuening offered to test fly the P-38 since he has already flown a Royal P-38 of almost identical size. Some members were surprised that it was covered with Monokote, but Leonard said when it tipped the scales at over 11 lbs unfinished he wanted to go with the lightest finish possible.

Adjournment: The meeting was adjourned at 8:08 pm.

Addendum: Mike Yearley showed up about 8:30 pm. Leonard Akert and Mike Yearley will be buying one of the starting tables and putting a plaque on it in memory of Bill Johnston for the kindness he showed us when we were kids trying to get into the hobby as junior members.

Contact with AMA

After the meeting Leonard Akert sent this e-mail to the AMA regarding our events not showing up in the magazine or the website as follows:

Sir,

Our members have complained to the club officers that our sanctioned events have not been showing up in Model Aviation Magazine or on the AMA website. I know that the policy for non-flying events is one month lead time to get on the website and three months lead time to get into the magazine. I myself filled out the non-flying event form and I know that my auction was posted on the AMA website but I did not get it in time for the magazine. Does this also hold true for the sanctioned events? Some of the members feel they are being overlooked but I remind them that the CD has to send in the sanction four months ahead of time to get into the magazine. Please respond with the policy and reassure them that they are not being overlooked.

Leonard Akert
Secretary
Lincoln Sky Knights No. 405

Reply received on April 4 from the AMA:

Mr. Akert, the publication deadlines are basically as you have described. Normally the notices are posted to the web site within a week of the time we receive them. This can slip in January and February due to the huge number of sanctions we receive that time of year, however, it would seldom take longer than two weeks.

This is true for both flying and non-flying events.

Steve Kaluf
Technical Director

Builders Bench

John Willman e-mailed the club this detailed article on designing and building his Ultimate Biplane:

Took Carl Goldberg 120 ultimate plans, measured outline, and transferred to Autodesk AutoCAD. Ran some calculations for power loading for YS63, wing loading, etc, and decided to reduce to 84%. Did some initial balance calculations to verify my CG would be workable. Once happy with the calcs, the entire internal structure was re-designed from scratch in CAD. I printed full size plans of the new design and started building.

I was very careful with the balsa selection and weighed every raw piece before use. I also inspected the balsa grain to verify the wood properties were what I wanted. In general, all wood is in the 4lbs to 8lbs range, depending upon where I used it. I weighed nearly every sub part before assembly and made modifications if I felt the part was too heavy.

Fuse is balsa stick construction with basically no solid sides or doublers (to reduce weight.) Every joint has a 1/64" plywood gusset to increase strength. Firewall, landing gear plate, and cabane supports are end grain balsa laminated with carbon fiber. The cabane was made from a single tow of carbon fiber laid in a mold with epoxy, compressed and baked at 140F for 24 hours. The entire cabane structure weighed less than one ounce is ridiculously strong. Landing gear is bent aluminum, cut and polished by wet sanding starting with 180 grit, working up to 1000 grit, and then buffed with never-dull. Total fuse/tail without radio gear weighed 1lbs 2oz and was incredibly stiff.

Wing templates were cut on CNC router. Wings are balsa sheeted foam with inlaid carbon fiber spars. Center of wings were joined with light ply sheer webs and then glassed in three layers of 2oz glass that fan out to eliminate the center "bulge." Dowels were inserted and glued into the foam to act as hard points for wing strut mountings.

Wheel pants, cowl, and canopy are scratch built from epoxy/glass. Plugs were made from pink foam, and then glassed. Plaster of Paris was cast around the plugs to make the molds. The molds were hardened with thinned epoxy and then primed with catalyzed auto primer and wet sanded smooth. Glass parts are one layer of 6oz cloth, and were baked for 24 hours at 125F. Total weight of all glass parts before paint was 1 oz.

Model is covered in Monokote, and glass parts were painted with PPG two stage automotive paint. Trim decals and lettering I cut on a Roland vinyl cutter.

Gear is Futaba PCM, like that really matters one hoot. But I did use all coreless servos for better surface precision. Two minus on Elevators and one on throttle. Two full size on ailerons and one full size on rudder.

Total all up weight without fuel is 5lbs 4oz. Wing loading is around 19oz/sqft. Static thrust to weight is 2:1.

Model has had three flights. While I'm just starting the trimming process which can take me around 20 flights, I can say the model shows every indication it will fly well, has gobs of power, and feels lightly loaded and aerobic.

If there is anything I learned here it is that I do not have the stamina to scratch build many planes. I have a lot of respect for those that spend 1000+ hours building scale planes. I estimate this plane took 200 hours to build, which is about equal to a Carden kit build. As a good buddy of mine Rich Boelts would say, "I build so I can fly." For me, this also holds true. While building can be fun for me, I'd rather fly. The Ultimate was scratch built because I could not find a kit/ARF in the size and weight range I wanted* my only choice was to scratch build if I wanted a small Ultimate. But I'm not sure I'll go thru all that again* think maybe next time I'll look harder at kits and ARFs.

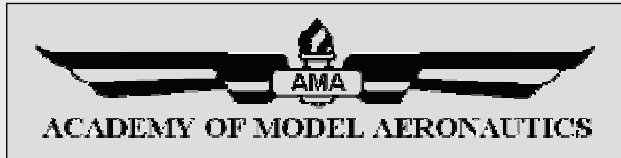
-John Willman



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UPCOMING EVENTS

Friday May 6th – LSK May Meeting
May 28th – May 29th LSK AMA Pattern
June 28th – June 29th LSK June Fun Fly