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Prez Sez for March 2017

Meeting at the Hobby Shop

This month we will be meeting at the Mark Twain Hobby Center, Wednesday March 8th at 7:00 P.M. We will continue to meet on Wednesday nights.

FAA

No new news from the FAA this month. We are still awaiting the FAA's latest "interpretation" of the special Congressional rule passed last year.

Geotextile Project Moving Forward

At the last meeting, we discussed laying out Geotextile sheets on the field to facilitate small /electric aircraft. We decided that before we put any more effort into this project, we needed to talk to the owner. If he nixed the project, that would be the end of it.

However, I have since talked with Jerry Hollerah, the owner, and he saw no problem with this since it is removable. Therefore, at the next meeting we will discuss the next steps of putting out Geotextile. I think we should wait until after the spring flood threat subsides. We will need to do this project as a club – this will require 8-10 people to do the work.

Here are some links to videos of other clubs installing Geotextile:

https://www.youtube.com/watch?v=Qk0EVJ_ROqA

<https://www.youtube.com/watch?v=8L9Tg9aPJ6o&t=128s>

Get your membership applications in

Remember to get your membership applications in as soon as possible. Dues are still \$125 for the full year.

Show and Tell Needed

Show off your latest project.

Richard

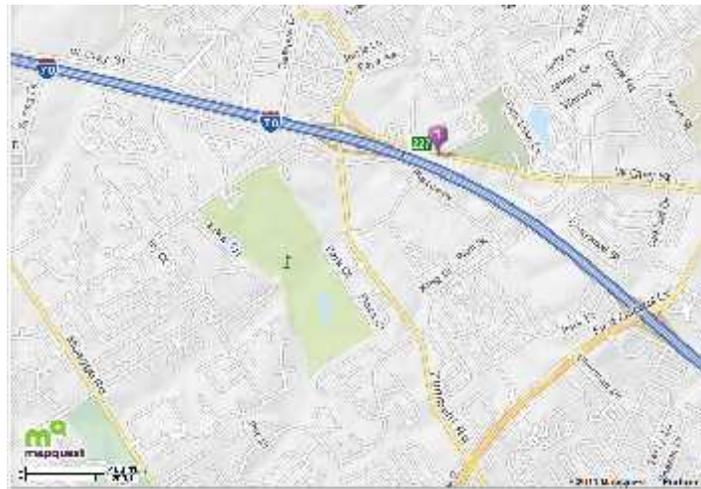
Meeting Schedule

Meeting Dates: 2017: Mar 8, Apr 12, May 10, Jun 14, Jul 12, Aug 9, Sep 13
Oct 11, Nov 8, Dec * * TBD

Meeting Time: 7 to 9 pm

Meeting Location: Mark Twain Hobby Shop

From eastbound I-70 take the Zumbuhl exit north and turn right on West Clay. Go 1/4 mile. Mark Twain Hobbies will be on your right. The meeting room is entered via the leftmost outside door for Mark Twain Hobbies.



Meeting Minutes

February Meeting Minutes (2/8/2017)

The meeting was called to order on 2/8/2017 by our President, Richard Jenkins.

Vice President Doug Sanders made the roll call. At that point, there are 39 members signed up in our club Plus Darren, at the store. There were 13 members present at this month's meeting including 2 new members. We currently have two non-flying senior members. There were 30 openings available at the time of the meeting.

We began with a member suggestion of using self-addressed envelopes in our application process. This would increase the efficiency of our seasonal application turnaround time. A question by a new member was answered concerning payments on the leasing the field. We discussed our plans on building up resources to buy a new tractor when the time comes. We had discussion on field insurance, AMA insurance, Porta Potty costs, Incorporation costs, the cost of the gravel road, etc.

Treasurer Report: Mike Dierker, was present and he gave the treasurers report.
Approved.

Safety report: None

Field report: None

Old business. – None. The tractor was picked up from Tom Jensen’s house. Thanks Tom.

New Business - Geotextile – a heavy high strength woven fabric used as landscape material was the major meeting topic. The AMA has plenty of clubs/fields on their website that are using this material to lay down excellent runways. It comes in several lengths on rolls, we were discussing the 12 ½ to 15 foot lengths. Theoretically, you unroll it and secure to a smoothly prepared field. The point is to make an area that we can utilize for small aircraft to take off and land. Our President surveyed the cost, and stated that a 400 by 12 ½ wide is approximately \$495. It can also be purchased 100 ft. rolls. You can have it delivered to Home Depot or Lowes, weight is 125 lbs.

Total estimated cost would be around \$600.00. The material is thin, you mow around it, it can be taken up, and is not permanent. ‘What about floods?’ it was asked. ‘It could get covered with silt.’ We would probably have to pressure wash it. We’d have to roll the location of the field area where we’d agree to apply it. Service preparation would be an important factor on how well it would turn out. We would most likely put herbicide down, before laying it down We already have a ‘drag’ out at the field (it’s like chain link fence). Can we get a sample of the material? Are there any clubs around that use it? Now for the hard part - We need a member to step up and take charge of the project. First Richard will contact the owner. The club directors are o.k. with it. Let’s get a sample, and show the owner first after (or if) he approves it.

I’m mentioned this again: Meetings will be held on Wednesday for the next month. Some of our members belong to other clubs and it has often been expressed to me that Thursday meetings conflict with other clubs meeting date. Please attend the meetings if you can.

Field report: None.

Safety report: - None.

Show and tell: - Richard brought in the fuselage of his WWII 82 inch SBD 5 Dive Bomber that he’s has been working on this winter. Manufactured by VQ Models, it’s going to utilize a DLE 35RA motor and retract landing gear. There is a bomb drop, a pilot in the front, a gunner that sits in the back with two 50 caliber machine guns. The plane has no visible control horns on the elevator, rudder, etc. as they completely hidden inside. They plan is a beautifully detailed with a plastic covered vinyl. The covering job is exceptional and the finish has no wrinkles. It came with extra material to do repair or patches if necessary. The finish fooled me, it’s not a foamy, it is made of balsa and plywood. It has a fiberglass cowl, it has ‘dive brakes’ that come up and flaps that come down separately, and again it has no visible hinges on them, completely smooth surface. Richard explained how he is going to set up the motor, he described the push rod dynamics, the position of the servo’s (located underneath the pilot’s seat of the cockpit). The choke utilizes a ninety-degree bell crank. Its push wire extends from the bottom of the plane, making it as invisible as possible. He mentioned that the rear of the canopy in the real WWII plane rolled down in the back to give rear gunner an unobstructed line of sight.

The real plane would actually make carrier landings. He's going to put a tail hook on it that won't actually come down but will add to the airplane's detail. The DLE 35RA has the muffler mounted on the back and it's tubes extend down and out of the bottom of the plane. The cylinder head will be hidden in the cowl as the spark plug leans back towards the rear. It will not be visible. He's going to fly it with a two-blade prop, but it calls for a 3 blade. It's going to be a real heavy bird, weighing in at around 18 lbs. He's using 9 channels controlling 12 servos on this beast and we joked that he probably would have utilized another channel for the choke if he had it. (Wow, I have enough trouble flying 4 channels!). Cost of the plane is around \$495.

Doug Sanders brought Horizon Hobby E-flite Covergence VTOL (Vertical Takeoff and Landing) that he bought over Christmas. It's a delta-wing design with three brushless motors – two rotating motors on the wing and a vertical fixed-position motor in the tail. He said that the transition from vertical to horizontal flight and is done with the flip of a switch! The software programming controls the transition and makes it pretty smooth. The plane can hover up and down like a helicopter, pivoting and rotating around the vertical axis, like a drone. It reminds me of a Harrier Jump Jet. In multirotor flight the wing-mounted motors rotate up into the vertical position to provide lift and flight control along with the vertically mounted motor in the tail. In airplane flight, the wing-mounted motors rotate down into the horizontal position, the tail motor subsists and the model's elevons take over pitch and bank control. It looks great *on YouTube*, very stable while transitioning from multirotor to airplane flight as the pilots were doing a wide range of aerobatic maneuvers. It has ailerons, no rudder. Yaw control in airplane flight is provided by differential thrust from the wing-mounted motors. It has an area in the forward fuselage that you can put an FPV camera system. It has no wheels, but makes a belly landing much like a helicopter. It utilizes a 3S 2200 mah Lipo battery. We joked that you wouldn't need our runway for that plane! The cost of the plane is about \$250.

Wes Wallin gave an update on his F 104 Starfighter (last month's how and tell plane). He had 5 flights on it at the time of the meeting. He has been flying at the Phantom field. He likes it, and is getting used to its flight characteristics. He mentioned that it was hard to see at dusk.

50/50 – Cecil White

Attendance Prized – Don Shelton, Doug Sanders

Motion to adjourn.

Editor's Note: It was brought to my attention by one of our members who went to the field on Monday (Feb 27) and noticed the gate was not locked. The gate was closed but the lock was just hanging loose in the hole but was not pushed together.

I have noticed that sometimes it is hard to push the lock together. Just double check and pull on the lock after you push it together and make sure it is locked.

SHOW & TELL

Rich Jenkins ---SBD 5 Dive Bomber



Doug Sanders -- **Horizon Hobby E-flite Covergence**

