

FlightLines

March 2022

Newsletter of the North Vancouver Radio Control Flying Club

News

Spring is officially here. 😊

We now enjoy an extra hour of daylight making our weekend flight hours practical again. So long to handwarmers and shivering fingers as we look forward to warmer and sunnier flying weather.

Spring flying hours are effective April 1st. They are posted on our NEW website (same as old URL) www.nvrcfc.com. Big thanks to Tim and Amir for upgrading our very tired old website! Comments and suggestions for content on the new site are welcome.

Q1 2022 brought us an enthusiastic group of new members. Frankie Fung and his four flying buds are pictured below. Welcome Group Frankie!



L-R: Thanh Ty, Colin, Frankie, Wai-Ming, Wayne

Additionally, we have four more members in process of being on-boarded - Mike Petraius, Francis Medina, Simon Li and Allan Chan. Welcome gentlemen. Including new members, membership currently stands at 66.

Many thanks to John H. for managing the flight evaluations required (by MAAC) to add new members as well as the paperwork. For those who are not aware, John is our Club Instructor and spends many hours coaching and supporting new members. This is a critical role for keeping our club viable. Kudos John!

After 37 years living on “the other side”, I finally made the move to North Van this month. The great North Shore outdoors, and a short commute to the “office” at Inter River park, makes me wish I had done the move years ago!

In this issue, Paul takes us “back to basics” with a build of a Cloud Dancer T25. For long time modelers among us, Paul’s article will kindle many fond memories. I have also compiled a reminder list of club protocols for all to review.

Spring goes by so fast. Enjoy it. See you at the field!

Mike

NVRCFC Field Use Protocol

We have added a lot of new members this past quarter. For their benefit, and as reminder to the rest of us, please review the following important club protocols:

1. Read and be familiar with the Rules page on the website. Pay attention to the no-fly zones.
2. No flying while DNV Fields crews are on the field. Even if they are on one side of the field and you wish to fly on the other. Generally the crews aim to finish their work by noon. We have tried to get advanced warning when they will be there but this has proven not to be possible. Lynn Creek hiking trail makes a great diversion if you need to wait them out.
3. No flying if member(s) of the public are on the field. Please approach other field users with kindness, explain that the club has paid to rent the field during this time and for their own safety they need to clear the field until (X o'clock). If they are testy and don't want to leave, don't escalate. Better to wait them out, or if a large group, come back at another time. It helps to be wearing your club membership card when you approach members of the public.
4. Put out the orange cones, even if flying alone. This is a MAAC insurance requirement! Set up first row of cones in line with the third base line. These are the pilot flight stations. Set-up second row (flight line) 10 paces west from the first row. ALL flying must be done west of the flight line.
5. It is highly recommended to use the short chains in the storage box to "lock off" the north and south gates while flying. This reduces the possibility of people straying on to the field while you are flying. Remember to retrieve the chains when you leave or advise whoever will be "closing up" that they are there.
6. Use care not to fly overhead of pedestrians walking around the outside perimeter of the fence. This is not so much a rule as a commonsense safety precaution.
7. Nitro planes should be filled and started on the asphalt by the bleachers - not on the grass. Fuel spills kill the grass. Remember, no nitro flying on Sundays.
8. Please pick up your trash! Broken props, balsa fragments, elastics, foam chunks, etc. belong in the garbage, NOT tossed under the bench or left on the field.
9. If you crash hard, fill in the hole with the displaced turf. We don't want to leave big divets in the field. And please pick up ALL the pieces, otherwise we are littering the field.
10. All planes must be labelled with the MAAC owner info. If you do not have one of these stickers download the template which is a sticky on the club Facebook page (see link to Facebook page on top right of new website Home Page). Again, this is a MAAC requirement.
11. Use common sense safety precautions when at the field. It is a great privilege that the club maintains City permission to fly at Inter River Park - a privilege which is always one accident away from being revoked.

Compared to many clubs, our rule base is not onerous. For the enduring benefit of the club, please be sure to follow them. Have fun flying!

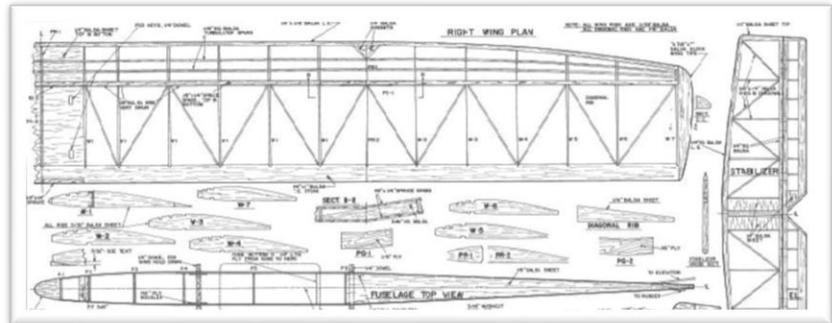
Notes on a Kid Kit Build

By Paul Cox



I returned to flying model aircraft about a decade ago. I enjoyed building and flying models immensely in my youth but the models I have been flying these last few years have been what I would deem “Ready to Repair.” These are models I purchased second-hand or were given to me. All were all in need of varying degrees of TLC to restore their airworthiness. In 2021 however I decided to build a model entirely from a kit. In my salad days it was customary to start a model armed only with the printed plans.

Tracing paper was used to transfer the various shapes of the parts onto the balsa. The balsa would then be cut out by hand and sanded to match the plan as closely as possible. Later, kits became available that had the balsa pre-cut – a huge time saver and a way of reducing distortion. This is where I

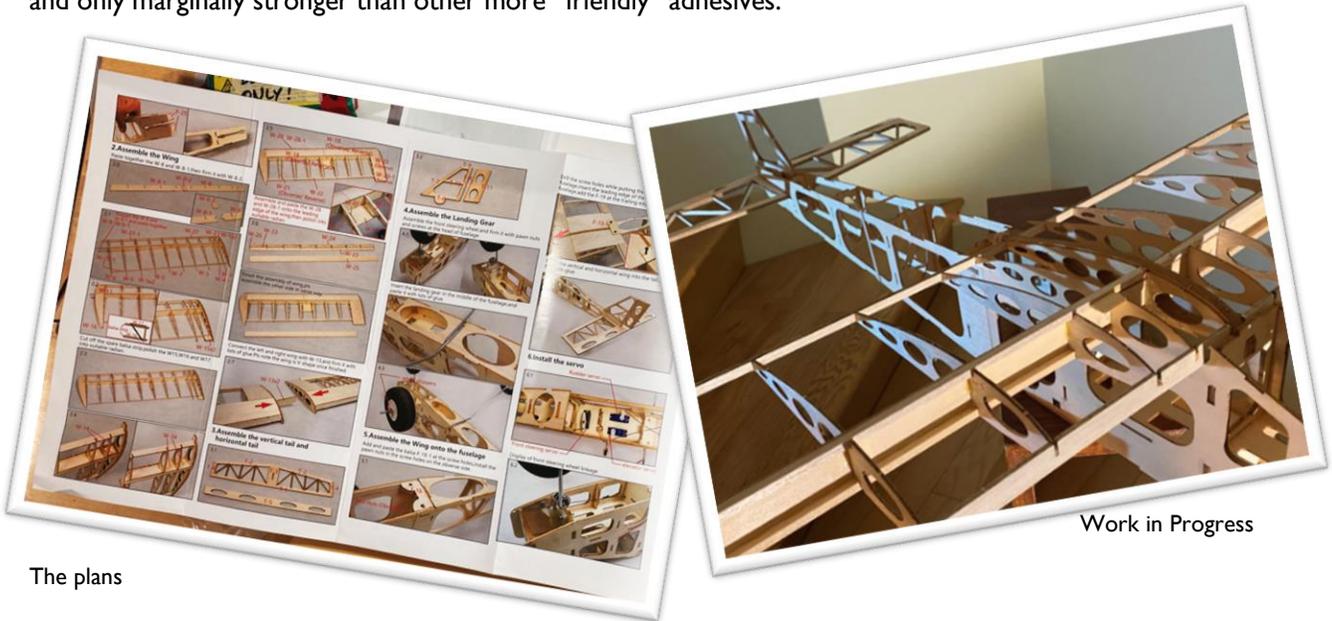


had parked my hobby in the late 60's. So, having decided to go “back to basics” I selected the “Cloud Dancer, T25” kit made by Dancing Wings Hobby as the model of choice. (see [Cloud Dancer T25](#)). This duly arrived as a box containing about twenty-five sheets of very thin plywood and balsa wood, a couple of plastic bags containing metal bits, wheels, hinges and a motor.



I really appreciated that all the wooden pieces, both balsa and the plywood had been laser cut. The instructions whilst helpful were not always explicit and my previous construction experience came in handy. A project like this takes commitment in terms of time and concentration. Partly because of this, I found my building activity came in fits and starts and the construction paused several times. Adhesives have become sophisticated and my gluing technique has become quite refined now - compared to fifty odd years ago. My new approach is to “spot weld” with CA (superglue) with a follow up reinforcement

of PVA (wood glue). This gives the advantage of being able to quickly make the alignment of the pieces with the security of a very reliable bonding method. A minimal amount of epoxy was used, but I find this messy, expensive and only marginally stronger than other more “friendly” adhesives.



The plans

Work in Progress

It’s important when building these types of models to be as precise as possible with the assembly. A warped wing for instance acts as a large aileron and attempting to compensate for this in flight using trim can create some undesired flight characteristics. The construction complete, I chose transparent yellow for the heat shrink covering. It took me a while to become reacquainted with the technique for applying it and burned a finger or two in the process.



“Back in the day” though, the covering would be tissue paper glued on the airframe and sitting limp until pulled taught by a couple of coats of sweet-smelling lacquer or “dope” as it’s called. This made for a very fragile model. Modern films are heavier, but give so much more robustness.

The control surfaces are connected using fiddly small hinges for the ailerons, elevator and rudder. Following this, the receiver is installed along with the servos, with the aim being to keep the wiring neat and tidy. Finally, the servos are connected to the respective moving surfaces via pushrods and linkages.

It is easy to concentrate so much on this last step and not realise the servo is moving the aileron the wrong (opposite) direction. Many an attempted first flight filmed with this error has ended up being viewable on YouTube! With the control surfaces all in order, I made sure the C of G was good and charged up the batteries.

On the way to the field a host of concerns spring to mind. In reducing the dihedral to make it a bit more “sporty,” had I reinforced the modified main spar sufficiently? Might the engine mount need a bit more offset for the torque of the motor? Is that slight warp in the port wing going to be a huge issue? Have I chosen a manageable amount of movement in the control surfaces? What if it is too much and creates over-control? What if too little and not enough? With the T25 sitting on the grass, I walked away for the range test. Just sitting there, it looked like it would never be more ready. Finally, the moment of truth could not be put off any longer. I put the elevator full up to keep the tail down as I apply the power – it moves, accelerates over the grass, release the elevator and the tail rises... It’s just speeding over the grass now and the wheels just ever so gradually leave the ground and it is flying! Aileron trim is hastily applied to counter a tendency to roll to the left (that warp is making itself known) and it is compensated for (sort of). It has a bit of a nose up, so I trim down. My goal, as usual, is for it to fly “hands off.” Just a touch of rudder trim and it is almost there. Climbing is sluggish though – not enough power! I land and inspect the trims. I electronically reset the centre points on the servos. Now I know I won’t “run out” of trim for the next flight which is a huge relief. One more circuit, but I don’t want to push my luck. So, it’s home and back on the bench for a full check of the airframe, electrics and a motor swap.

Driving home, I feel on top of the world. My perseverance has paid off. The contents of that box are now able to fly - in close formation. The first flight is always so exciting and memorable, just like it was for me many years ago. As you can see from the smile on my face after the “maiden,” I look like a silly big kid, although when it comes to model planes, I guess I am.



Author 2022



Author (circa 1967)