



Club Information

President: Seth Nagy
Vice President: Don Bourdon
Secretary/Treasurer: Brett Springall
Safety Officer: Richard Haas
Field Marshall: Jack Adams
Assistant Field Marshall: Larry Smith
Intro Pilots: Seth Nagy, Vic Welland,
& William Bradshaw

A Note From The President

I want to welcome four new members and two returning members who joined during last month's meeting. Please join me in making them feel welcome at the field. It really does not take long to fit-right-in. So, please make yourself at home at the field.

Those wanting a CAM t-shirt should contact Don Bourdon. Let him know what size and how many shirts you want. If we don't get enough to make a minimum order, we will not order shirts . . . so please let Don know if you are interested.

Lastly we will be taking \$100 to Hospice this month. This is money we raised from the speed-rally last month.

Our next meeting is August 19, but I hope I'll see you at the field before then.

Happy Landings - Seth



Next Meeting

The next club meeting is
Tuesday, August 19, 7:00 pm
at CAM field.

June meeting minutes

- Vice President Don Bourdon opened the meeting and notified the members of the absence of President Seth Nagy.
- The agenda for the meeting was presented by Don Bourdon.
- Terry Gilliland made a motion to accept the meeting agenda as presented. Bliss Teague seconded the motion, and a majority of members present approved.
- Jack Adams made a motion to accept the June minutes as published in the newsletter. Bliss Teague seconded the motion, and a majority of members approved.
- Brett Springall delivered the treasurers report for the period May 21st through July 19th. Terry Gilliland made a motion to accept the report which was seconded by Jack Adams, and approved by a majority of the members present.
- New members were presented for club membership and all members present voted to accept the new members into the club. These new members were:
 - Chuck Byrd – Rejoining following an absence
 - David Hames
 - Rich Mosteller
 - Lee Parker
 - Bob Tillman
 - Robbie ??????
- In the absence of Richard Haas a safety report was not delivered, however it was mentioned that the pilot stations had been repaired prior to the speed rally.
- The possibility of a field cleanup and tree cutting say in October was raised by Don Bourdon. A tentative date of October 11th was set and will be confirmed in a later meeting.

New Business

- Two options are available to purchase club t-shirts. Members should place orders by the next meeting so that an idea of quantity can be gained. The final selection of the vendor for t-shirts will depend on the quantity required.
- Discussion of the speed rally resulted in a suggested date for next year's event to be June 27th 2009. Receipts from the rally were \$258 and \$100 will be donated to hospice.

The meeting was adjourned until August 17th 2008.

Announcements

Anyone interested in T-shirts needs to contact Don Bourdon regarding size and quantity.

Events

Members did a nice job in supporting the Bob Wilson fly in at WHAM. It was nice to walk around and see familiar faces.

Seth and Vic will be racing at Lowes Motor speedway on August 16. Contact one of them for details if you are interested in going or participating.

On September 13th there will be a Kid's Aviation Day held at the Hickory Moose Lodge. This is a good opportunity for us to help encourage younger ones pursue an interest in model aviation. There will be some models on static display for them to see RC airplanes and potentially some park flyers.

Bliss has arranged for kits to be built by the kids. The kits will be AMA Cubs with rubber power as well as some small wooden gliders we all love. The young builders will also learn how to make flying machines from pie plates and foam egg cartons. If you think to save your egg cartons and make them available it would be a big help. An even better help is to assist as a volunteer between 9am and 2pm. The Moose Lodge is located at 1245 12th st Hickory.

If anyone is interested in helping with either materials or as a volunteer should contact Bliss at bat2@embarqmail.com or 828-324-2164. I'm sure he will welcome any assistance we can offer.

From the Editor

What is your least favorite part of building a model? I read a thread some time back with that same question, surprisingly most people responded, sanding. However with the trend, availability, and variety of ARF models out there sanding is not an issue for many. For me it's gluing hinges. This is a challenge for stick built kits and ARFs since all our models use moving control surfaces.

For some reason I never feel like I'm getting enough glue into that tiny slot and when I do I'm afraid I'm pushing all the glue into the rear or not getting it onto the hinge itself. I've used most of the popular hinge types out there whether they are CA, Robart hinge points, Dubro plastic, even string and epoxy.

The concern about getting enough glue in is especially concerning with CA type. It seems my CA wants to kick off too quickly and seals off the flow leaving me with uncertainty that I got enough in there to soak in. It also happens very quickly making alignment critical. On darker colored covering the cure tends to leave a frosty area that doesn't look too good either.

Robart points are pretty solid and easy but not too friendly for smaller models due to their size.

Using epoxy on the Dubro type is just plain messy and if you get any on the hinge joint causes a whole new set of problems.

One evening I decided to try using Gorilla glue on some Dubro type. I reasoned that with the penetrating foaming action of Gorilla glue it would migrate into areas that I may not be able to reach and would penetrate the little holes in the hinges themselves. I found that Gorilla glue was pretty easy to clean off of Monocote and Ultracote by just flaking off with a firm scraping tool and pliers.

At first I used a sliver of credit card similar to what would be used when trying to get epoxy into the slot. Then I remembered an old syringe I had. I thought that if I inject the glue into the slot I wouldn't even need to slide the credit card around; it would just fill it up and squirt out the sides. Getting the tip of the syringe into the slot was easily remedied with some strategically placed heat and blunt instrument making the tip flat instead of round. I also decided to add some more surface area for the glue to fix the hinge in place since the glue doesn't really stick to the plastic. This was accomplished by using a paper hole punch and putting a fairly large hole in the center of the hinge surface still leaving the little pre-existing holes thus creating a rivet. The Gorilla glue doesn't need much on the surface to foam up and fill the void alleviating any concern about pushing the glue out of contact with the surfaces glued.

After punching a hole in each side I also dip the hinge joint into some melted Vaseline to keep any glue from migrating into the mechanism and locking the hinge up similar to the epoxy problem.

A little Gorilla glue goes a loooong way. With that in mind you don't need to fill the syringe to the top. It's also ok to add more if needed during the job, another positive feature of using Gorilla glue over epoxy. If you want extra foam action from the glue a spritz of water greatly improves the speed of cure and how much the glue expands. I'll explain cleaning later.

Armed with a flat tipped syringe full of glue, properly cut hinge slots, punched and lubed hinges, and a squirt bottle of water (I use an old window cleaner bottle) the act of securing the hinges is mind free and rather quick.

Simply push the tip into the slot as deep as you feel comfortable without splitting the wood. Push down on the syringe pumping glue into the slot, stopping before it squirts out the side. When you pull the syringe out the slot will collapse and force some excess out. Insert the hinge and wipe off any excess glue with a paper towel.

I usually put the hinges into the control surface first since handling a smaller part makes it easy to manage and set them aside till I'm ready to mount them into the wing, vertical, or horizontal flying surface.

Repeat the same process of squirting glue into the slots and carefully assemble your previously glued control surface to the flying surface.

Usually by the time I have the second set of slots glued the first one is already foaming up a bit. Just wipe off the foam with a paper towel. Most of the foaming will occur in the first 45 minutes. Periodic wiping, about every 15 minutes or more, will keep things under control minimizing post cure clean-up.

Clean-up; it's this simple. Squirt out the unused glue into the trash or some other suitable disposal area. Give the syringe plunger a thorough wiping. Get as much glue off the rubber as possible. Over time and after several uses it will harden up a bit but is still fine for pushing glue into slots. Wipe as much glue as easily possible out of the syringe body. It's not critical to get every trace of glue out since when it cures you can flake it off easily. Don't worry about the glue in the very tip either, place a piece of wire, I use an old pushrod, into the tip and give it all a spritz of water to kick off the foam. Let it sit overnight and cure up completely. The next day flake off the foam at the exit of the tip and pull the wire out the back of the body. The foam will pop out in one easy chunk and you are all clean for the next time.

The foam will expand all over the hinges overnight. Don't worry about it getting on anything critical. The Vaseline will protect the integrity of the hinge. I use a scribe, small flat blade screwdriver and some small flat pliers to pull the excess foam out of the joint. Since the glue doesn't stick completely to the covering, with a little patience you will be able to remove all traces of the foam and have a sound hinge that will most likely out live your model.

I have several pictures of the process. If you're interested I can email them.

The flyers for the club are done and will be placed in key locations like local airports and hobby shops soon. Don Bourdon and Brett did a great job putting it together; thank them when you see them.

With the work we did on the field, the fence, signage, and our Speed Rally we have successfully met the requirements AMA has set out for our club to be recognized as a Gold Leader Club. I put the package together and have sent it into AMA. I think they will agree that we have an outstanding club and will accept our application. This recognition is a direct reflection of the caliber of members we have. All of us are to be congratulated. Good job!

I need some help.

I need pictures or comments from the Speed Rally. Only need a few. We have an opportunity to get the event published in a future issue of Model Aviation. Wouldn't it be fun to see your pictures and club identified in the magazine?

See you at the field!

Vic