



SIERRA SILENT SOARERS

NORTHERN NEVADA'S R.C. SAILPLANE & ELECTRIC FLYERS CLUB

LETTER FROM THE PRESIDENT:

JANUARY/FEBRUARY 2002

Hello all,

The next two letters from yours truly are going to be a two part kit review of my latest project. Of course if the plane crashes and burns on its test flight, part two of my review will be exceedingly short!

My current project is a WACO (pronounced "walk-oh") biplane available as an ARF from Hobby People. It is intended to be powered by a 26 to 30 size 4-stroke slimer engine, and like a good modeler should, I intend to convert it to electric power.

Its specifications are as follows: Wingspan 40" top wing 36" bottom wing. Wing area 470 sq in. weight 56 oz (gas) 65oz(electric, I hope!) Wing loading 20 oz/ft2 (electric) Power will be supplied by an Aveox 1015 brushless motor with a 4.36-1 gearbox using 14 CP-1700 cells which should give it lively performance.

The kit comes pre covered in an attractive grey and black color scheme. Finishing the kit requires gluing the tail surfaces to the fuse

and then gluing the hinges into the rudder, elevator and ailerons, all of the slots for the hinges are also already done.

The top and bottom wings as well as the fuse come with the strut attachment points already installed, they just need to be bent to match the angles of the wing struts, the top wing is then attached to the struts using the supplied nuts and bolts. The bottom wing is held to the fuse with a wooden dowel and a bolt. Instead of using the included hardware, I used nylon nuts and bolts to save about an ounce of weight and hopefully the nylon will shear instead of ripping out the strut attachments in the event of a mishap. There are two aileron servos in the bottom wing located in the underside of the wing. A pull string was preinstalled for the needed servos extensions to the fuse. The trickiest part so far has been to get the linkage from the bottom aileron to the top ailerons to work smoothly without binding or slop. Again the included hardware makes adjustments very easy. The next step was to install the pushrods to the elevator and rudder. The pushrod tubes were also preinstalled. A minor problem I encountered was that the

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S3 OFFICERS FOR 2002:

- PresidentAdam Kremers
- Vice PresidentDave Hagander
- SecretaryRon Marston
- TreasurerJim Brady
- Safety OfficerLyn Disbrow
- Newsletter EditorRon Marston



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LETTER FROM THE PREZ (CONT'D)

pushrod tubes made a fairly sharp bend and the included wire pushrods would not move freely. I substituted a flexible cable pushrod for the stiff steel one and it now moves quite smoothly. Since removing the wings require unbolting the wing struts, I decided to make a battery hatch in the top of the fuse between the cockpit and the motor, this will allow a change of battery without having to take the wings off.



Adam's newest project

The landing gear, wheel pants and light foam wheels are attached in standard fashion using the included hardware. So far the tailwheel bracket has been the only part of the kit that is sub par. It consisted of just a small aluminum channel that was supposed to be screwed to the fuse with a wire for the tailwheel passing through one of the holes. This setup would make for a very sloppy setup. Instead I used a premade tailwheel assembly from the hobby store. I still have to attach the fiberglass cowl and finish the battery tray and radio installation. This will have to wait until I receive the batteries and motor.

Overall I am very happy with the quality of the kit. It is built very well yet isn't too heavy for an electric conversion. No lightening of the kit was done except for some hardware substitutions and some lightening holes in the motor bulkhead. One small disappointment is that the covering has some small wrinkles that disappear when I use a heat gun, but return later on.

Hopefully next time I'll have a flight report.

That's it for now. See you all at the banquet!

Adam Kremers

TREASURER'S REPORT

Period ending January 7, 2002

Opening Balance:	\$1030.00
Income:	
2002 dues	\$268.00
R/C HTA donation	\$50.00
Total Income	\$318.00
Expenses:	
None	
Closing Balance:	\$1348.51
Submitted by Jim Brady	

MINUTES OF THE JANUARY 2002 MEETING

Adam called the meeting to order at 7:20

Treasurer's report: See previous column.

Correspondence:

Lee and Ron Brown sent out about 45 letters on behalf of S3 requesting raffle donations for the club raffle next month. So far only one response, but we expect a few more in the coming weeks (hopefully). The response was for five 6-month subscriptions for Air Age magazine.

Old Business:

Raffle prizes were discussed again. as it stands now, the club will/has purchased the following for the raffle:

Zagi package - complete w/motor/esc/battery
2x Astro 010 brushless motors, 1 w/gearbox
Sapphire contest ship
Spirit elite ARF 2M fiberglass fuse full house
The balance of money allocated will be spent on glue/hardware/etc.

Banquet will be the February meeting (as in the past). Club members who have not built prizes won at last year's raffle must re-donate them to the raffle this year.

New Business:

We voted on the Most Improved Pilot of 2001. Award will be given at the banquet. Order of the Arrow was discussed. Bill didn't know what happened to the trophy. (It has since been discovered in Dave's garage). Bill or Dave(?) will decide who gets the trophy for this year.



Jim volunteered to as Kay at Hobbies of Reno about getting a Spirit Elite ARF for us at a price close to mail order pricing. Meeting was adjourned at 7:51.

After the official meeting, we all proceeded to an indoor design/build/fly contest in Bill's shop. See below for details.

Submitted by Ron Marston

JANUARY INDOOR CONTEST REPORT

By Phil Kalenowski (Photos by Phil and Ron)

Tonight was a 'special' S3 meeting, at Bill's workshop, versus the standard pizza shop on the south end of town. I had never been to an S3 meeting, and wanted to share some details with you.

Having never been to one... I didn't know what to expect. There was beer, pizza and soda! (YEA! :) There was the typical, old and new news, etc. Discussion about the Raffle and pizza party (Feb 5th).



Eating Pizza at Bill's: Phil, Larry, Adam, Dave, Pete, and Jim

The meeting was adjourned and the fun started! We were given two pieces of balsa; a small square 3 or so feet long, and a chunk of balsa



Larry, Bill, and Oliver discussing design strategies



Adam and Phil building

'sheeting' and were told we had 20 minutes (which turned into 40) to build an airplane that we would compete with.



Jim, Charlie, and Lynn working close to the beer

The competitions consisted of distance, longest in air and stopping at a spot for points. There was a mystery competition when it was all said and done, lightest and heaviest plane.

With Adam's assistance, and 35 cents for c/g balancing, I built a dihedral wing (with flames of course!) Most guys built traditional gliders, some with adjustable nose weights (a bolt on the nose...) others used a coin above or below.



Max, Oliver, Dave, and Bill





Ron Madison and Pete Casti carefully measuring

There were birds of all sizes and shapes, Adam built a bi-plane, someone else built a canard wing, and Ron built a pterodactyl, complete with eye-ball, eye lid and teeth! Needless to say, we all had a SUPER time! Did I mention my plane won, for being the heaviest? Yep! a little tape and a little glue REALLY adds up! :)



Larry Green hard at work



Jim Brady with the smallest and lightest plane

I don't recall the exact numbers, but the lightest was REAL light Jim had the smallest and lightest. Some had balsa for nose weight, Oliver had 2 cents.. he called it his 2 cents! :)

I have to admit, it was the best business (club or company) meeting I've been to, EVER!! I know they can't all be 'this' fun.. but hey! I enjoyed the heck out of it! And I learned a LOT about aerodynamics hands-on too!

Bill, thanks for putting us up, and Adam, thanks for inviting 'us'....Yes.. 'US!' We are ALL invited; S3 members and others, to attend these events.

Phil Kalenowski



Lyn Disbrow shows off his airframe



Charlie Maschal's plane had nice lines



Dave Hagander and the contest winning plane





Ron Brown and his canard



Max prepares to launch.



Ron Marston and his gull wing pterosaur



Jim Brady lets go of the smallest plane in the contest



Oliver releases his "two cents"



Bill Gillis aims for the far end of his shop



The money plane. Dave's mini Super Vee flew so well it brought tears to my eyes.



Pete Casti and his flat v-tail



FLYING AT RANCHO

A lot of flying has been going on at Rancho San Rafael lately, even during these cold winter days. Below are some pictures taken over the last month. Most of them were taken by Phil Kalenowski.



25 electric planes and about a dozen pilots showed up at Rancho on New Years Day.



8 flying wings. We had 7 of them in the air at once. Way too much fun!



Ron Marston (top) and Adam Kremers rescuing Ron's Nora from the very top branch. No permanent damage was incurred by anyone involved.



Adam helps Phil set up his Wingo with a digital camera onboard. See pictures below.





Bill's P-38 flew at Rancho recently. Twin Permax 450s move it along pretty well.



Ed Putnam's beautiful scratch built twin engine



Ron's ASW-22 right before its maiden voyage. I got a 10 minute flight with about 2.25 minutes of motor time.



Bill G. and his monster sloper. Someday it *might* get finished.

NEW MEMBERS:

S3 welcomes two new members:

Tom Walters of South Lake Tahoe, and
Phil Kalenowsky of Reno
(Phil sells kites and lots of electric RC stuff,
see ad below)

Kites Plus
"We teach you to fly!"
Phil Kalenowsky
Reno NV 89503
Phone: 775 747 8941
Fax.VM: 775 747 2803
Kites, radio controlled
airplanes and accessories
www.KitesPlus.com
Phil@KitesPlus.com



Another shot of Adam's new WACO.

FOR SALE:

Hobie Hawk glider built, never flown, with high start \$400.00, contact Tom White @ 358-2000



S3 CONTEST SCORES FOR 2001 (SCORES NORMALIZED)

NOTE: Total scores do not reflect dropping of the lowest score (see below)

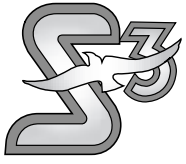
Pilot	March	April	May	June	July	August	September	October	Total
C. Adams	951.12	825.25	0	0	673.43	0	0	DNF	2449.80
B. Avery	682.02	0	0	0	0	0	0	0	682.02
J. Brady	922.47	856.37	839.83	0	785.67	659.65	941.70	721.07	5725.76
R. Brown	969.99	0	539.00	0	0	839.37	0	DNF	2348.03
P. Casti	0	0	0	0	0	DNF	820.04	DNF	820.04
L. Cox	893.82	521.84	1000.00	0	976.34	958.10	864.13	558.88	5773.11
L. Disbrow	DNF	0	0	0	0	DNF	0	DNF	0
B. Gillis	984.27	700.18	0	0	0	0	826.54	0	2510.99
L. Green	0	0	0	0	0	0	950.61	DNF	950.61
D. Hagander	1000.00	1000.00	960.99	0	0	892.99	1000.00	1000.00	5853.98
A. Kremers	DNF	379.41	0	0	DNF	DNF	858.83	DNF	1238.24
O. Lieder	913.48	982.35	882.39	0	1000.00	1000.00	695.74	610.54	6084.50
R. Madison	0	0	0	0	DNF	411.11	602.75	DNF	1013.86
R. Marston	802.25	537.40	815.01	0	0	483.13	0	DNF	2637.79
H. McCluskey	DNF	373.42	601.65	0	DNF	0	0	0	975.07
P. Russell	986.52	0	0	0	0	0	0	0	986.52
H. Siegfried	0	658.29	0	0	0	0	924.60	0	1586.12
T. Stowers	908.43	0	0	0	0	0	849.67	DNF	1758.10

FINAL CONTEST SCORES FOR 2001

Place	Pilot	Total Normalized Points (lowest score dropped)
1.	Dave Hagander	5853.98
2.	Oliver Lieder	5473.96
3.	Lee Cox	5251.27
4.	Jim Brady	5066.11
5.	Ron Marston	2637.79
6.	Bill Gillis	2510.99
7.	Chris Adams	2449.80
8.	Ron Brown	2348.03
9.	Tom Stowers	1758.10
10.	Harrold Siegfried	1586.12
11.	Adam Kremers	1238.24
12.	Ron Madison	1013.86
13.	Pete Russell	986.52
14.	Howard McCluskey	975.07
15.	Larry Green	950.61
16.	Pete Casti	820.04
17.	Bill Avery	682.02
18.	Lyn Disbrow	0

Note: Since the June contest was cancelled, it was not used to calculate the totals.





SIERRA SILENT SOARERS

Newsletter Editor
1653 Westfield Ave.
Reno, NV 89509

ADDRESS SERVICE REQUESTED

NEXT CLUB MEETING:

Tuesday, February 5, 7:00pm • Round table Pizza • McCarran and Mira Loma

**BIG PIZZA PARTY AND RAFFLE
FEBRUARY 5TH. DON'T MISS IT!**



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