



BCRC Flyer

Monthly Newsletter of AMA Chartered Club No. 4779

October 3, 2024



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Are YOU Ready for Joe Grube?

The **Joe Grube Big-Bird Fly-in** is on **Sunday, October 6**. It's not too late to offer help with gate watching, registration, food prep, and other tasks. And you don't want to miss the show!

Event Chair, Mike Bealmear, reminds us: "Please remember that this event is for YOUR CLUB. Things like putting up flyers and volunteering to help for a couple hours (if you can) go along way to helping BCRCF continue to be a great club on a wonderful flying site."

Flight Leaders

President — Greg Emerick
Vice President — Rob Weismiller
Secretary — Mike Bealmear
Treasurer — John Vinson
Field Marshall — Mike Marthaler
Safety Coordinator — Mark Dudley
Public Relations — Open
Webmaster — Colin Mowery
News Editor — Cynthia Scott
[cynsinterests@gmail.com]

We Have a Windsock



John Vinson procured a wind sock for us in September and installed it. Thanks, John!

Where We Meet

Weather permitting, you will find us **at the Jim Murray Flying Field**. The alternate site is the **Atterbury Bakalar Museum**. We start at 6:30 p.m. on the first Tuesday each month.

STAND BY FOR UPDATES: we will notify the membership Monday afternoon via Email and Facebook.

Aeromaster Becomes a Stearman

Part Four Aeromaster Build, by **Bryan Swank**.

Well since the last build installment I have made a lot of progress and other than flying the plane, the project is done! As I may have mentioned before the covering scheme was to replicate the **Army WWII Stearman Trainer**. The 77 on the side of the fuselage is where the Serial Number was located. In this case it is my age at time of completion. I wanted to finish before my 78th birthday in October since 8's are a lot harder to cut out by hand than 7's!



Getting the wings aligned with each other as well as with the fuselage and tail area is always a big challenge. What I have found helpful with biplanes is to **build a jig out of foam board** that holds the wings in the correct position relative to each other. After getting the lower wing located and bolted to the fuselage, I use the fixture to position the top wing and then glue in the structure that attaches the top wing cabanes to the fuselage. This makes it more likely that the attachment points are in the correct location vs. just relying on measurements.



Finished Aeromaster in the style of a Stearman Trainer: Photo above is right side up view. Photo below is “belly up,” what observers would see from the ground.



I always feel like I am learning all over again when I start the covering, so I begin with simpler parts like the **tail feathers**. Other than the red and white strips this area was pretty straight forward.

Aeromaster-Stearman, *continued from page 2*

For covering, I always use the **older Monokote** from the 80's and 90's. I speculate that the EPA felt there were health hazards from the heat activated adhesive and this cause the supplier to change their formula. I have tried the newer Monokote but found it very hard to use and I questioned its durability. The old stuff is pretty spectacular in that it stays tight in the hot sun and on some of my 30-year-old models it seems as good as when it was put on. If I couldn't get the old Monokote I would probably use Ultracote. It is actually easier to use than Monokote on complex shapes but doesn't stick to itself as well and sags when in the sun. It is still, however, a good covering.

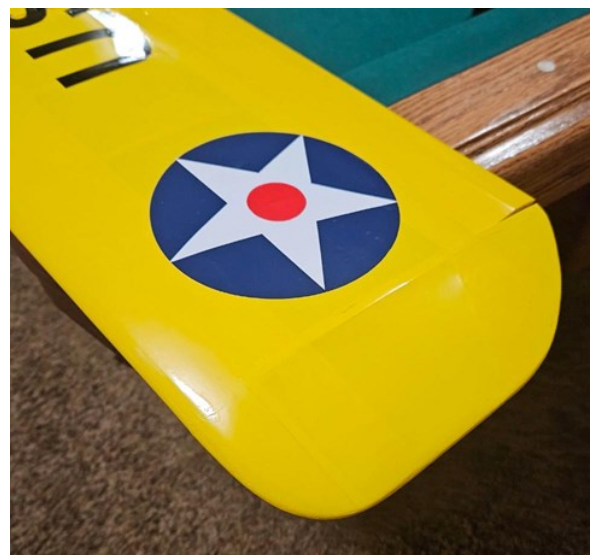


Rolls of modern Monokote.

Covering complex shapes is something I always dread. Examples on this build are areas like the wing tips, the rounded areas on the nose, and the top and bottom of on the rear of the fuselage. If you did covering every day, I think you would get good at it. But when I only do it every year or two it becomes a relearning process. So don't look too closely at these areas!



All the trim pieces are also Monokote. They make self-adhesive trim material, but I found that it isn't very durable and peels off in time. As most folks know putting Monokote on top of Monokote has its challenges. The major issue is that when the glue is activated by the heat it gives off a gas that forms unsightly bubbles. The trick is to use as **low iron temperature** as possible to get it to adhere and then use a higher heat on just the very edge of the pieces. It is not a perfect process and will still have small bubbles. So don't look too closely at this area of the plane either!



Aeromaster-Stearman, *continued from page 3*

Once the covering is done, one of the final steps is connecting the upper and lower ailerons. There are commercial products available for the end attachments, but they always seemed too big for the job. After trying several ideas, I came up with the simple process of supergluing about 1" of the **shank of a fishhook** into the aileron and use the eye as the attachment point. This is the third biplane where I have used this technique and so far, it has worked fine.

When the plane was assembled, it was time to do "**weight and balance**". At this stage I just picked a temporary location for the battery and elevator, rudder and throttle servos until I determine if the plane is inherently nose or tail heavy. Then I can place those items in the optimum location in order that the minimum amount of ballast weight has to be added. In this case I was very lucky in that by just moving components around I was able to achieve the correct center of gravity. Usually, I have to add a bit of additional weight to the tail or the nose and this is always discouraging especially on projects like this where the goal is to reduce weight. So, this was great news.

Speaking of weight my original goal was to reduce the weight of the old original Aeromaster by 16 oz from 110 oz to 94 oz. **I was pleasantly surprised as well as a bit shocked that the final weight came in at 89 oz or net reduction of 21 oz.** This should make for pretty light wing loading which in my opinion is always a plus relative to flight characteristics. We'll see.

* * * *



The Stearman Model 75 is an American biplane formerly used as a military trainer aircraft, of which at least 10,626 were built in the United States during the 1930s and 1940s. Stearman Aircraft became a subsidiary of Boeing in 1934. [Wikipedia](#)

*Bryan's **ideas for mini stories** in future newsletters: Special drills for balsa wood; Methods for stiffening the plastic control rods; Using threaded wood vs metal inserts; Weight and balance methods and tricks; Bending and soldering music wire for landing gear or cabanes; Using thin superglue to strengthen balsa edges; Structural importance of cabane attachment points; Tricks to for increasing wing strength; and General weight reduction ideas. Editor: **YOU can write about these topics too!***

Club Business

Prepare for the October Meeting: Read these Minutes



Minutes from the September 3, 2024 Meeting

These minutes composed by President Greg Emerick. The meeting convened at the Jim Murray flying field. fourteen members attended.

New Action Items:

- (Bealmear) notify Hege about both upcoming Events: IMAC & Joe Grube
- (Vinson) ask Hege if he could help us move dirt to level the flying field low spots
- (Marthaler) call two separate work days & solicit volunteers. Work day #1 will be to fill in the runway low spots with fill dirt. Work day #2 will be to remove the remnants of the Geotex runway.
- (Bealmear) email out the Joe Grube event information to area clubs again and email it to the Visitor's Center (Nick Firestone's suggestion).

Membership Meeting Agenda

- Pledge of Allegiance
- Motion to accept last month's meeting minutes approved.

Officer Reports

- (Greg Emerick) **President** — Per our by-laws we will hold our officer election in November. I must appoint 3 club members to act as the election committee who will conduct the election (accept nominations & count the votes). The 3 positions that will be on the ballot will be the President, Vice President, and Secretary/Treasurer. The other roles are appointed. We have Ken retiring from Intro Pilot Program coordinator & Event Advertising roles. We also have Ken retiring from running the club raffle.
- (Rob Weismiller) **Vice President** —
- (John Vinson) **Treasurer** — we are solvent.
- (Mike Bealmear) **Secretary** — We have a new Youth member Carter Kareus.
- (Colin Mowery) **Webmaster** — Colin is working on less expensive options for the web page service.
- (Mike Marthaler) **Field Marshall** —
 - New Windsock installed
 - Plan for filling low spots in the runway. Mike will call a work session in October, after the Joe Grube event.
 - What to do about the Geotex runway (as discussed last month its condition has degraded & it is unusable): Motion made by Rob Weismiller to remove the fabric runway remnants & plant grass seed, 2nd by Stan Durnall. No discussion. Motion carried.
 - Dave Carothers has completed the 2nd plaque for the memorial. Thank you Dave!
 - Locking the gate while at the field flying -

Minutes from the September 3, 2024 Meeting continued

- (TBD) **Public Relations & Intro Pilot Program Coordinator** – Ken has retired from this role. In the interim, Bryan Swank has volunteered to be our coordinator with the EAA Youth Program and schedule training nights with the instructors.
- (Mark Dudley) **Safety Coordinator** – no safety issues to report.

Events

- (Rob Weismiller) **IMAC Contest** —Friday is open flying & arrival day. Contest is Saturday & Sunday. Open to club members to come out & spectate. Sept 20 - 22nd
- (Mike Bealmear) **Joe Grube Giant Scale Fly-In**— Oct 6, volunteers needed to run the event. Several people have already signed up, thank you!

Old Business, Past action items:

- (Mike Bealmear) **Shade pavilion project update.** Shade Pavilion project update. Tabled.
- (Mike Marthaler) connect with Dave Carothers to see if we can get a sign made up with the latest **AMA Safety Code** for posting at the field bulletin board. Dave will start working on this AMA Safety Code sign.

New Business

- Sept 14 is EAA Young Eagles day at Columbus Airport and the C119 Cargo Airplane Open House at the Museum.
- Raffle – Need a volunteer to run the club raffle

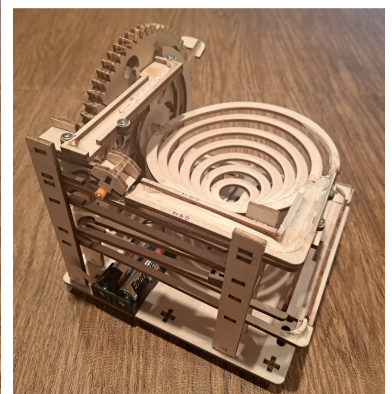
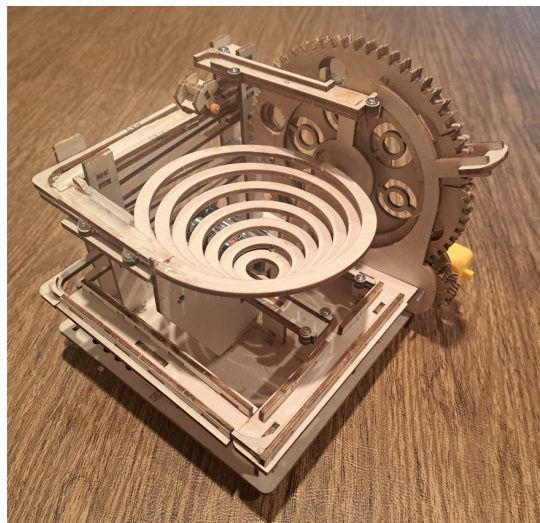
Show & Tell

John Vinson showed off a wooden, motorized device he built that spins gears, and runs ball bearings through a series of chutes & tracks.

Logan Maqueda showed off his custom designed foam airplane that he has built and his R/C Tiger Tank. Nice work Logan!

Show and Tell #1

Here are two views of the device shared at the September meeting by John Vinson. He built it from a laser cut kit, which took about 15-20 hours to assemble and another ten hours of “tweaking” time for the motion. He says there are other kits that are much more elaborate but that may not have moving parts..



Show and Tell #2

These are post-meeting photos of things Logan Maqueda shared in September.



Above: Logan shows his RC Tiger tank complete with grassy camouflage.

Logan Maqueda's home-built foam airplane with a rear propellor. Close up shows the prop and the rudder detail.

Editor: Rear propulsion was the concept of the Lear Fan 2100 developed in the 1970s and other pioneer inventors before that. Great minds think alike!

We Had No Raffle in September

Who Wants to Accept Raffle Donations?

- Storing them until needed
- Deciding what to offer
- Keeping track of inventory
- Disposing of unpopular items



Who Can Handle the Admin Details?

- Purchasing new items and managing funds
- Keeping track of winners
- Reporting details to the newsletter editor

Could These Be Two Jobs?

Consider sharing the effort.

Want to volunteer? Tell your Executive Committee members.

Did you like winning these prizes? Do you enjoy free kit building supplies?



Nostalgia Corner

Treasures from old modeling magazines.



THESE 1/2-A MODELS SWITCH FROM CONTROL LINE TO FREE FIGHT & BACK AGAIN IN A JIFFY!

Each kit contains: formed landing gear, push rod, elevator horn, wheels.

GAS KITS TOP THEM ALL!

Three terrific planes designed by George Aldrich, America's greatest stunt champion!



the NOBLER CHAMPIONSHIP CONTROL LINE

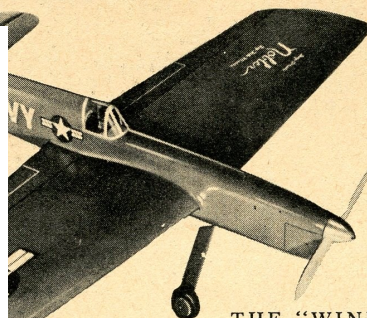
Nick Firestone contributed this 1959 ad from the *Model Airplane News* magazine. He remembers: "When I was a teenager, I had a Flite Streak (painted like the ad) and a Rascal 27 (free flight) which I had a lot of fun with until I lost it."

STUNT SHIP

Kit No. N-1

\$8.95

Wing Area 550 sq. in.
Wing Span 50"
Length 38 1/2"
Eng. Sizes .19 to .35



THE "WINNINGEST" STUNT MODEL EVER FLOWN . . . Won More Nationals and International Stunt Championships Than Any Other Model!



Kit No. G-8
\$2.50

PIPER CUB

27 inch wingspan. This 1/2A scale flying model is so realistic that only the size makes it a model instead of the real thing! Includes formed plastic cowl, die cut clear plastic windshield.



RASCAL 27

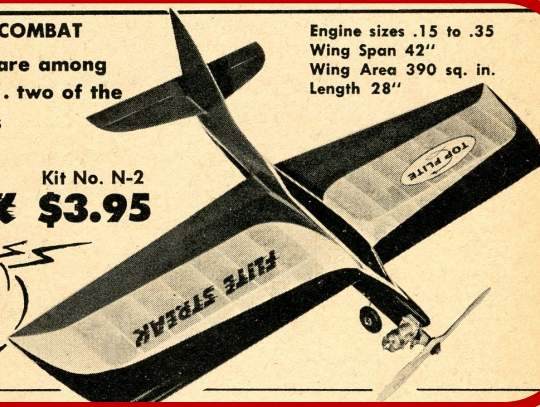
27 inch wingspan. An outstanding favorite with all 1/2A model builders for

these CONTROL LINE COMBAT and STUNT TRAINERS are among America's greatest . . . two of the most successful planes ever designed!

FLITE STREAK Kit No. N-2 **\$3.95**

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1958 NATIONALS
WINNER of BOTH
Senior and Junior
COMBAT



Engine sizes .15 to .35
Wing Span 42"
Wing Area 390 sq. in.
Length 28"

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balsa.
precision die-cut
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span.
line mounts.
filed plans with
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and fly.

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1. Full length leading, trailing edges and spars. Require NO SPLICING, an exclusive feature for this size and type of model.



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trail,
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a flat
without
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warp

Wing Span 31"
Wing Area 230 sq. in.
Length 22"

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