

TRI COUNTY RC CLUB

THE FLY PAPER

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www.tcrconj.com

HOORAY!

Pulda Farms is open !

We will have our first regular club meeting this Thursday at 7:00 at the field.

Bring your own chairs and a mask

This Saturday the 27th, is **Theme Day** at the field. The theme is **Jets**, so come out and have some fun or just watch. If your interested in getting a jet or want help flying yours, come on out and get some good information from other members.



A big **Thank You** goes out to the TCRC Field Maintenance Team for keeping the field in such perfect flying condition. If you would like to help out, contact Tony C or Frank Jones.

Club Meeting for Thursday, June 25th 2020 will be held under the canopies at Pulda Farms starting at 7:00 PM

"Night Flying is back", Once per month on the 2nd Saturday night. Contact Rich McDonald if you have any questions. 917-860-5313 Or richamcdonald@hotmail.com

"The Captain of Aerial Shenanigans", Mike D. has put out a tentative Theme Day type of schedule for the 2020 flying season. Dates are as follows:

June 27th: Jets
July 25th: Fly Fast Day
August 25th: War Birds
Sept. 26th: 3D Day
Oct. 31st: Nothing but Foam Day

Events are scheduled for Saturdays, with the rain date on Sunday.



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Reminders: Delinquent Dues

- **Membership Dues is past due.**
- If you have not paid your dues, bring it to the meeting or contact Bruce Grankowski at bgrankowski@optonline.net. The Club's
- Pay Pal Account is **Out of Service** at this time.

Reminder: Club Meetings are always the last Thursday of the month. Except November and December, those will be announced.

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For those that have been asking; The Club website (tcrcnj.com) is currently down as it is being updated.



Making use of the old canopy pipes, Armand and Tony C. built this small covering to house the old lawn tractor. *Pic by Tony C*



“Club Hats are available. Purchases can be made at each meeting and the cost is \$15.00 each. Only a few left.” Contact Gerry R.

Guess the Pilot



The winners are:
Mike D was the first to respond with the correct answers and John D was the second.
The picture on the left is that of Armand G and the one flying FPV is Rich Mc Donald.

Welcome New Member

TCRC would like to welcome its newest member:

Samuel Lairson III is from Ocean City NJ. Sam is a seasoned pilot that flies fixed wing and Heli's and also flies full scale aircraft.

When you see Sam at the field, say hello and welcome to the club.



F9F Panther Assembly by John Donnelly

Do's and Don'ts

I've always wanted to build a Panther (along with about every other airplane) and eventually got Ziroli plans for a 72" Ducted Fan version. I never built it. That was because it needed a very expensive, short life span, finicky, loud, high nitro fueled .91 glo engine with a tuned pipe and a 5" fan unit.

Then around 2008 Hobby Lobby International (now defunct) came out with a 27", 64mm EDF version along with an F-86 and eventually a Mig-15, all about the same size and with 64mm EDFs using a 3S1600Ma 20C LiPo. So, I ordered the F9F. It was out of stock – always. I then ordered the F-86 (still have it – see picture further down.) and built it and have been flying it ever since. A



year later I bought the Mig-15. About 2 years ago I sold the Migs so, on with the story. I got an email from Motion RC that the F9F was on sale for \$98 and \$5 shipping. The normal price was \$109. I bought it got it into the house, let it set for a month, and then decided a little while ago to assemble it. The model parts were wrapped in plastic and placed into a compartmented, molded, foam box. Everything was blemish free.

There aren't many parts to this kit. The picture shows almost everything. The screwdriver isn't provided or needed. Not shown are the assembly manual, 5 minute epoxy kit, control horns and a single stars and bars decal that turned out to be a water slide type.

So, I got to work. I laid out all the parts, read the manual twice (yes, I really do that), then I remembered from past experience (and not mentioned in the manual) that all mating surfaces need to have the paint removed before gluing them.



So, it's a good thing I did that. Using an Exacto knife and 100 grit sand paper, the paint just popped off the foam in most places. I also found out that anything finer than 120 paper would burnish the paint into the foam. After getting all the paint off, I used a toothpick to poke small holes into the foam to let the epoxy form little "posts" for extra grip.

I reread the manual. It states that you should apply the epoxy to both surfaces to be joined and then hold them until the glue sets. Well, Panic Time. A lot of my recent "builds" just needed a screwdriver and maybe a piece of tape. The one that needed glue, the ME-163, had snug, deep pockets and spars to hold the parts in place. This thing had flat surfaces,

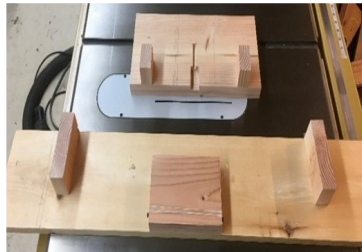
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A brush with fame

I brought the Mig and Sabre with me when a group of us went to the AMA's 75 Anniversary event in Muncie, IN. I was flying the Mig and after landing it, a wiry little guy with a mustache came up and asked how I liked the plane. I told him that it was a pretty good plane with a couple of nasty tendencies. It liked to Dutch roll and would snap out of a tight, high-speed turn. He said he had the same problem and told me three things to do and it worked. His name? Astronaut Robert "Hoot" Gibson

John D.

no spars, and only two little tabs and pockets on each wing. So, Old Shaky here dry fitted the fuselage and one wing in place and tried to hold it steady. After a couple of minutes it looked like I was fanning Cleopatra. I envisioned the finished product looking like a duck with a broken wing and mangled tail. What to do? Make a jig came to mind. So down to the other playground and I dragged out some lumber, a miter saw, and router. (You didn't think ole Tim Allen here would



use hand tools, did you?) I made up two fixtures. One to hold the body upside down with a couple screws and rubber bands and a second to hold the fin and stabilizers in parade.

I routed a groove to fit the fin mounting tab and cut blocks long enough to hold the wings and stab at the right height. All the parts were held in place with woodworkers double sided tape so I could use the wood for something else later. As you can see, the jigs worked fine. I needed clips and clamps and a little plastic wrap to hold the parts together until the glue cured. If you look

closely, you can see the little blue tabs on the fuselage notched into the yellow part of the wing. The tabs only go about 1/2 way into the



wing and are very loose. After everything cured, I picked up the fuselage and on turning it over, noticed that my conservatively placing the glue on the wing wasn't. There was (and is) blobs of glue on the upper side joints. So much for neatness. Chipping it off just made it look worse. Oh well, on to gluing the fin to the fuselage. With the glue, the fin was a little wobbly so I took some yellow "Frog" tape made "for delicate surfaces" and stuck it on the fin/ fuselage junction. Well, the paint is more than delicate. I had tested the tape by putting it on various surfaces and peeling it off without a problem. However, leaving it on for 4 hours turned out to be a problem. If you look closely at the leading picture, you can see a white patch where the blue paint is missing.

On to the radio and battery installation. The pic-

ture shows the blue ESC ty-wrapped to the battery tray and the receiver. This wouldn't work for me because I couldn't get the recommended



battery to sit properly. The battery would sit on top of the ESC and the hatch wouldn't close. So, I moved the ESC farther back into the fuselage which also put the ESC in the incoming air-stream. I'll lose a little flow efficiency, but will get some needed



cooling of the ESC. I then managed to work the receiver under the battery tray and attach it to the foam, giving me a lot of room for the battery. With a 3S 2200Mah, 30C battery pushed up as far as it can go, the plane balances right on the marks. With the 1600Mah battery, I would need some ballast.

Now to wait until the field is reopened. Oh, that decal? The decal gets placed onto the bottom of the right wing just before adding the pushrod to the right aileron. The decal is shown in the last picture.



A short note of awe. In the time it took me to open the box, read the manual, and complete the plane to balancing, "Tony Flash", otherwise known to all as Tony Eck started, framed, covered, and taxi tested a 1/3rd scale Sopwith Pup. (as shown in the May TCRC newsletter.) The man is fast, and as shown above, I'm not.

Article and Photos by John Donnelly

Its time to think about some new projects, or aircraft to fly.

Here is a great bargain.

Brand New, In the Box **FOR SALE**

Bill Patterson has an eFlite Cherokee for Sale.

The plane is the 1.3m, bind and fly. This plane is a great addition to anyone's hangar and looks great in the air.

It has working navigation lights.

Contact Bill Patterson at 732-310-9968, or e-mail him at

ufpatterson704@verizon.net



How Things Have Changed!!!!



SAFETY FIRST

Have you inspected your propeller blades for cracks or chips?

&

Check all linkage arms for any signs of wear.

