

## Newsletter of The River Valley Flyers

Club #948-----July 2021

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Vice President/Secretary.....	Don Ryszka
Treasurer.....	Bob O'Connor
Safety Officer.....	Larry Chamberlin
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**From the Club President:** Summer is now officially here in Central Wisconsin. Except for the brief spell of hot weather in early June, the temperatures have been comfortable so far this summer. I hope that trend continues as I don't especially like the 90-degree and over summer heat anymore.

As much as I enjoy spending my time outdoors, I usually look for a more comfortable spot to spend my time during the extremely hot weather in the summer.

Take care of yourself and be aware that too much heat and sun can cause dehydration and heat fatigue when you're out during the extremely hot weather. Stay hydrated and stay cool when you are out at the field this summer!

During the past month, everyone should have received an email from the AMA regarding the new TRUST test (The Recreational UAS Safety Test) that is part of the 107 Recreational Drone licensing agreement with the FAA. The AMA is just one of the many organizations currently administering this test to model aircraft pilots, and it is a UAS safety test that is meant to help teach the rules of airspace

safety for all model aircraft, including all RC airplane, helicopter, and multi-rotors. This test is internet based, and is a no fail test that only takes 15-30 minutes to get through. It is a multiple-choice test and after completion, you will receive a certificate noting that you have knowledge of and completed the test. You may take the test as many times as you want, and it is free of charge. Go to [www.modelaircraft.org/trust](http://www.modelaircraft.org/trust) to read more about it.

It is set up as more of a learning tool on how to operate all model aircraft safely, and a lot of the information is common-sense knowledge that we already have on how to operate your model aircraft in a given airspace.

When I went through it, I ran through the test several times, but only saved and printed one certificate of completion to carry along with me when I'm out flying. Try it out, it is fun, it is easy to get through, and it will teach you a little more about the current rules for recreational drone pilots and how our interaction in the federal airspace is managed.

Our club field is looking good this summer, thanks to all the members who work at keeping up with the mowing each week. The new club mower is now being used to do the mowing each week, and the storage building we built this spring to store it in is now completed. We are currently working on repairing the old frequency board to a smaller club information board and windsock holder.

The weather is hard on everything that is sitting at the field during the year. Thank You to all the members who are involved with the upkeep and weekly mowing, and to all who help with the maintenance of all the club property, including the flight stands and information board, flight stations and everything else that needs repair out there each year.

Club Night is still taking place on Monday afternoons this summer weather permitting. So far though, the weather hasn't cooperated on many of those days. So, looking ahead through the rest of the summer, let's just say Monday evening will be Club Night and we can get together to fly as a group if the wind and rain chances are low. Help is also available to anyone who would want it, and we also get to fly together as a group. Hope you can make it out on Mondays this year.

That all for now, hope you can make the meeting at the field on Wednesday July 7<sup>th</sup>. Plans are for some flight time before the meeting, and meeting around 6:30 P.M. Hope to see you then.

**Don**

### **Upcoming Area Events**

**If anyone hears about any up coming events, please let me know. (Rick Ida)**

**Also, check out our Facebook page at <https://www.facebook.com/groups/124394500927324>**

### **River Valley Flyers Monthly Meeting Notice:**

**The monthly meeting at the field unless rain. Stay tuned for email updates!**

**Website: [www.RiverValleyFlyers.org](http://www.RiverValleyFlyers.org)**

## **Making Strong Wood Splices**

[Gerry Yarrish](#)

[Featured News](#), [How-tos](#)

[Comments](#)



I was sitting under a shade tent at a giant-scale fun fly recently when someone asked me where I got the longer-than-standard-size materials I use to build my big airplanes. I didn't know what the fellow meant. He told me that his local hobby shop carried only 36-inch lengths of balsa and spruce, and that 48-inch-long sticks were available only by special order. I said that I regularly splice my stringers and spars and think nothing of it. "But how do you do it safely?" he asked.

These tips show some common construction techniques and how wood splicing should be done.

### **Strong Splices**

When you want to turn two pieces of wood into one, you can't simply glue them together. Some cutting and fitting is necessary so that the splice will bear as much stress as the original wood pieces. To accomplish this, you have to increase the gluing area for the splice by cutting the two mating surfaces in a diagonal line.

The weakest, least supported joint you can make is a simple butt joint. Gluing two pieces of wood together end to end provides very little surface area for the glue. Overlapping the two pieces is a much stronger way to join them, but if you want to use the part as a stringer or a spar, the overlap isn't practical because the pieces are not attached in a straight line. A diagonal splice keeps both pieces in alignment. As a general rule, I make the length of a splice at least six times the thickness of the material being glued together—roughly 3 inches across for a 1/2-inch-square spar.

To make the two pieces match precisely, I first tack-glue the two parts on top of each other with a few drops of thick CA while making sure the edges of each stick are flush. I then draw a straight diagonal line at the ends to be joined (see photos). I use my band saw to make the cut, and I make certain it is square to the top edge. I then sand the cut surfaces (still glued together) smooth with a belt sander. When the two parts are separated, the two angled surfaces match perfectly.

To keep the two pieces aligned when I glue them together, I use a simple, wooden alignment jig. The jig is made with a flat base and two guide pieces (rails) glued on top that form a space between them that's the same as the thickness of the pieces being glued together. For the jig shown here, I used pieces cut from an old yardstick to act as rails. I also use a piece of Great Planes' Plans Protector material to prevent the parts from being glued to the jig when the adhesive oozes out of the joint.

To form the glue joint, I place one piece in the jig and spray it with a light mist of kicker. I then apply CA to the second piece and slide it into the jig and up against the first piece. After the glue has set, I use a sanding block to sand the face of the joint smooth. I then turn the part over and sand the opposite face smooth as well. That's it. No magic—just a very strong joint.

1 Start by tack-gluing the two pieces to be spliced together with CA and kicker. Use just a couple of drops of glue.





2 On the ends of the pieces, draw a diagonal line that's about six times as long as the pieces are thick.



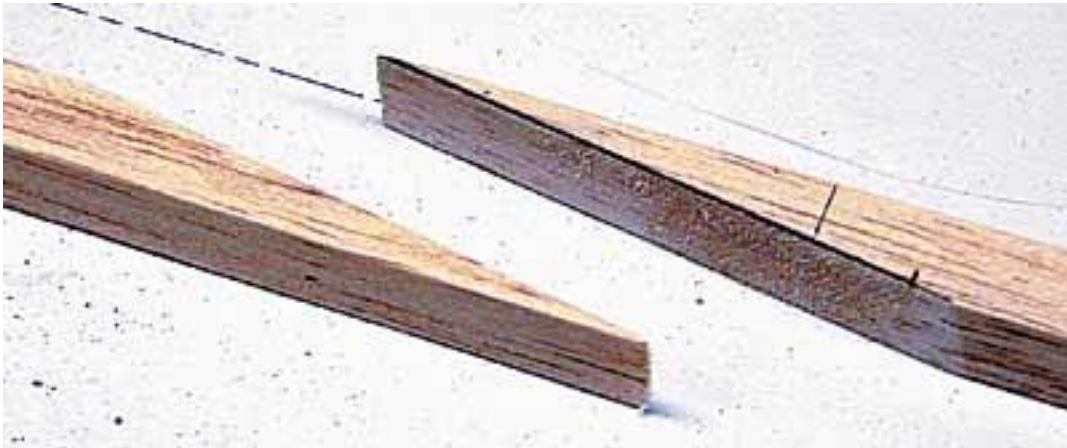
3 Cut the diagonal splice with a band saw, and make sure the cut is square to the top edge.



4 Sand the cut edges smooth with a belt sander.



5 Here, the two longerons are ready to be glued together.



6 I use this simple jig to keep the pieces in alignment while the glue dries.



7 The finished splice.



8 For additional strength, I positioned the splice against the plywood side sheeting.

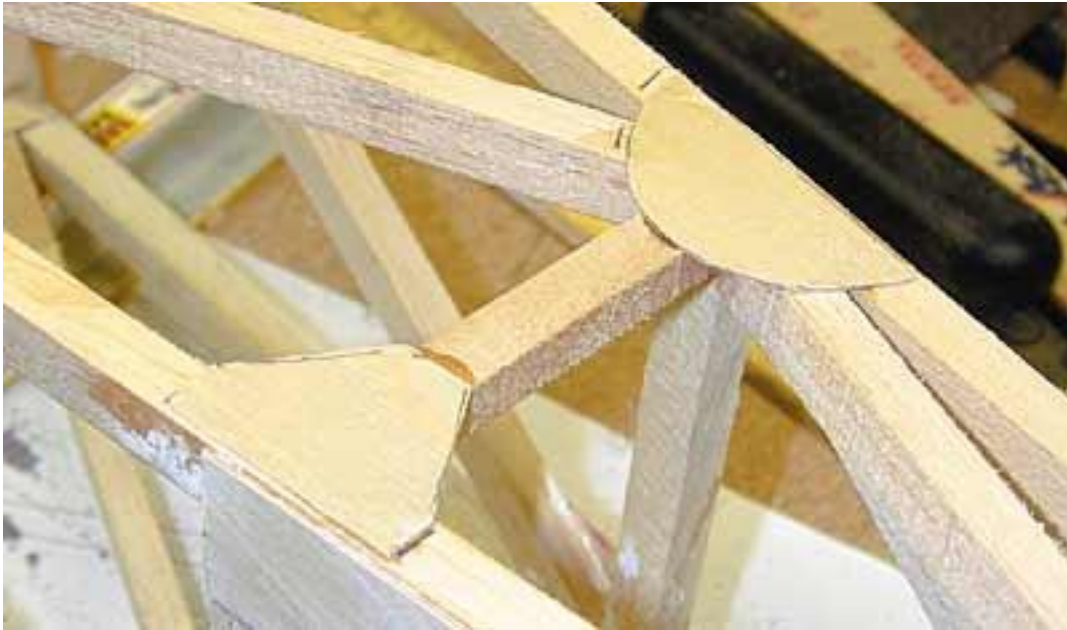




9 Here you see the splice positioned close to a cluster junction where other fuselage members join.



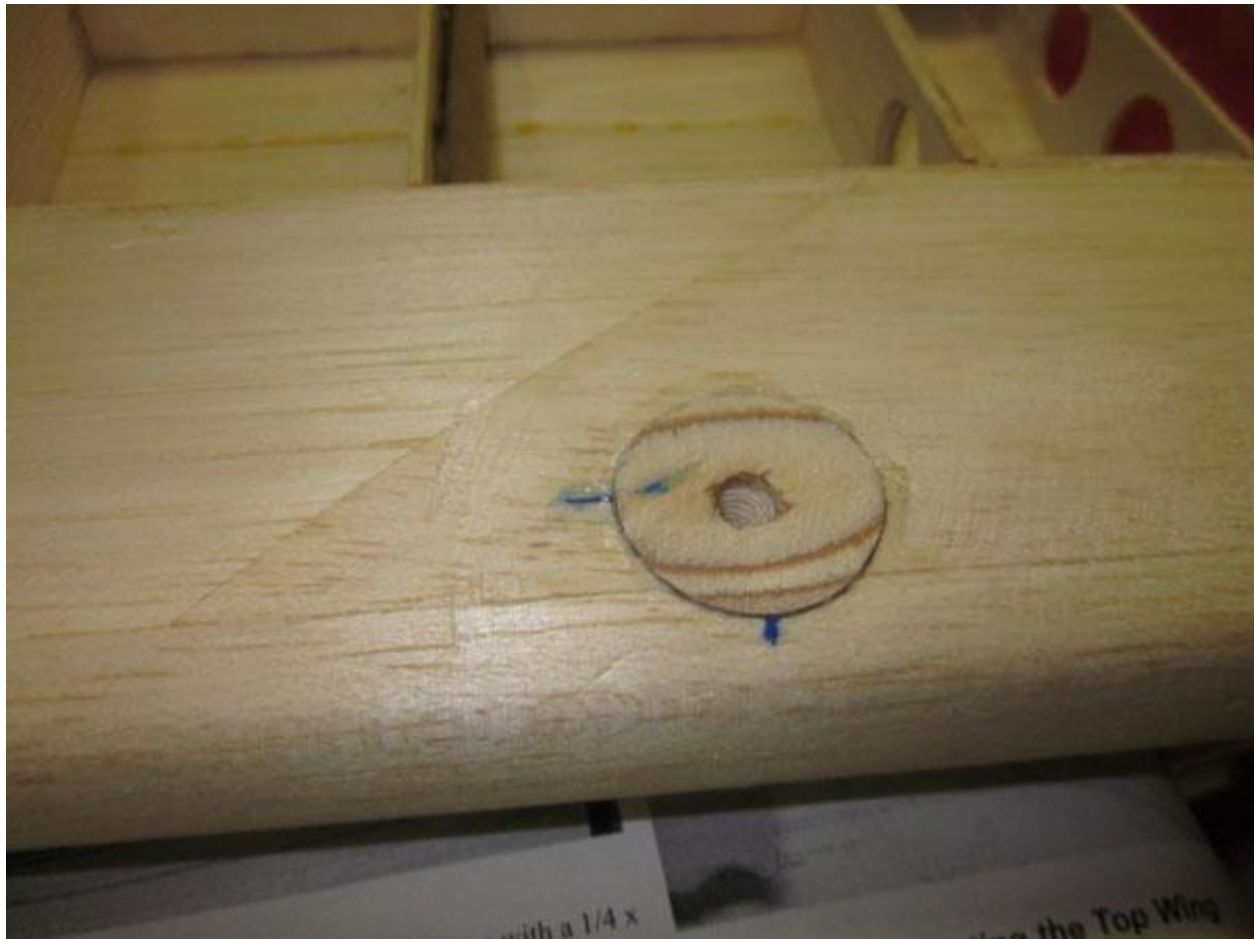
10 By increasing the gluing area that holds the joints together, these 1/32-inch gusset plates add strength to an already strong fuselage structure.



11 This is a close-up of an internal gusset plate used to strengthen a lower fuselage longeron. These are used when you want a flush outer model surface.



Here's a sheeting joint using similar thinking, from my Balsa USA Fokker Dr.1 Triplane. All according to the instructions.



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# **SAFETY REPORT**

Hi guys, welcome to summer,

Your model airplanes most dangerous part is its propeller. Even the smaller park flyer• propellers can cause significant damage. In the full-size aviation world, we assume that the propeller can turn at any moment. This is a great approach to dealing with your model airplane as well.

## **SIMPLE TIPS TO KEEP YOU SAFE**

- 1– Treat every propeller as if it may turn at any moment.
- 2– Treat every propeller as if it will fail structurally at any moment. Keep all body parts clear of the propeller arc at all times.
- 3– Remove the propeller from the motor whenever you are doing ESC/motor setup, testing and programming.
- 4– Properly secure your electric aircraft before you attach any power source; remember, it may start at any moment.
- 5– Be sure to properly secure your model with a tie-down or have a helper hold it before you start its engine or motor.
- 6– Between hand-props, give glow and gas airplanes a firm tug to ensure that the tie-down is holding them securely.
- 7– When tuning your engine, you must stay clear of the propeller arc. Preferably, tune the needles with the engine shut down.
- 8– If its available on your transmitter, use a throttle lock or a throttle kill function to avoid an unplanned application of throttle until youre ready to fly.
- 9– Always tell spectators not to touch or move your models propeller.
- 10– Never, ever reuse a damaged propeller. The cost of an injury far outweighs the cost of a new propeller, even if it takes a quick drive to the hobby shop.

11– Keep a first aid kit in your work shop and in your car. We also have one available on the field in the metal box below the windsock.

Reread #4 above. Do not ever plug in the power source to your flying machine without first ensuring it is secured and no one is near the propeller.

I hope everyone has a safe and fun filled Independence Day holiday.

Fly Safe,

**Larry Chamberlin**

**RVFRC Safety Officer**



## **FOR SALE (let me know when sold - Rick)**

FOR SALE

Spad advanced trainer made from Coroplast-almost indestructible. YS45 for power, dual aileron servos, ski setup for winter flying also.



\$125.00

Tom Marty

715-340-1708

[ysrcflyer@yahoo.com](mailto:ysrcflyer@yahoo.com)

GREMLIN flying wing combat plane. wings are fully sheeted.  
YS45 for power.



\$100.00

Tom Marty

715-340-1708

[ysrcflyer@yahoo.com](mailto:ysrcflyer@yahoo.com)

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I have 2 brand new still in the package 1100kv motors complete with motor mount and prop adapter. I ordered them and then found out I didn't need them.

Asking \$8 each.

Thanks.

Don Horne



Hobby Eagle A3-L Stabilizer,  
basic 2D, 3D style. New, decided  
to use a different brand. Cost  
about \$19.00, asking \$10.00

Thanks  
Rick Ida

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**For Sale Continued...**



## **FlightLine F7F-3 Tigercat 1600mm (63" wingspan)**

It comes with the upgrade landing gear-not installed

I fly it with 2-4000mAh 4s batteries. It flies great. Batteries not included

I also have some spare prop blades

It has Callie Graphics "King of the Cats" graphics

It is in excellent condition.

\$300 with Admiral Receiver(RX600SP) which has gyro and recovery

Bob O'Connor [oconnorfam1@gmail.com](mailto:oconnorfam1@gmail.com)

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# River Valley Flyers Model Aircraft Club

## 2021 Membership Form

The “River Valley Flyers” are a model aircraft flying group interested in all aspects of Model Aviation and are located in Central Wisconsin. We are a chartered Academy of Model Aeronautics [AMA] club. All club members must also be AMA Members. We maintain a flying site in southern Portage County in the Township of Grant in the Central Wisconsin area.

### Membership Categories and Dues

#### **Full Adult Membership.... \$50**

Age eighteen years and older by January 1<sup>st</sup> of the year of application. Includes voting rights and club field usage rights.

#### **Family/Group Membership.... \$55**

All members covered by a Family/Group Membership must have a direct spouse or offspring relationship, Father-Son, Husband –Wife and or Junior Member. Includes voting rights [except for junior members] and club field usage rights.

#### **Junior Membership.... \$15**

Under age eighteen years old by January 1<sup>st</sup> of year of application. All junior members need to be sponsored by a Full Adult Member even though they are not related by an offspring relationship. Includes field usage rights but no voting rights.

**Guest Membership.... \$30** For someone who belongs to another local club but wishes to access our field for flying as well. Includes field usage rights but no voting rights. Must send a copy of current AMA and Local Club Membership Cards with application.

### **MEMBERSHIP APPLICATION (PLEASE PRINT CLEARLY)**

Please bring completed application form below with proof of AMA to RVF meeting or mail to:

**Bob O'Connor 2220 Lovewood Drive Wisconsin Rapids Wisconsin 54494**

Make checks payable to **River Valley Flyers** (Only Cash or Check Accepted)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail \_\_\_\_\_

AMA# \_\_\_\_\_ Membership Category: \_\_\_\_\_

Dues Enclosed: \_\_\_\_\_ (Cash or Check Only)