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AMA Charter  
No. 2940

**THE DEAD STICK FLYER**

Havre de  
Grace, MD

Volume 26,  
No.04

The Newsletter of SWAN HARBOR RC  
[www.SwanHarborRC.com](http://www.SwanHarborRC.com)

April 2015

70 members currently

Meeting took place at Wendy's:  
987 Beards Hill Rd, Aberdeen, MD 21001  
Phone: (443) 327-6706



Meeting Minutes

Brought meeting to order @ 7:00pm

1. Discussed purchasing new mower next week
2. Field was fertilized and weed inhibitor put down on 3-28-15
3. Talked about victor and max's B-17 first flights

4. Steve S. will order canopy next week
5. Steve S. will order more bungee cords so other canopy can be put up.
6. Discussed different methods of attaching helicopter canopy to the ground
7. Minor repairs were made to the shed
8. Chris M. and Stephen S. dug a trench to drain swan lake at the west end of the field. It is draining nicely.

**New Business:**

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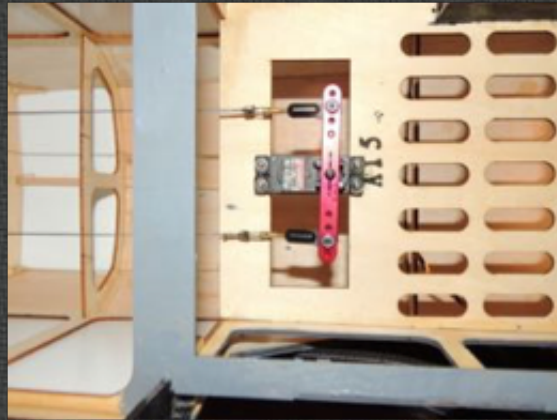
We last left off with Bob Bartell's RC Guys Super Decathlon (ARF). The specs are 98" wingspan with a total flying weight around 14-16lbs. It sells for around \$499.00 off of RCGuys.com website. In the final iteration Bob will show the last part of his build. Bob has done an exceptional job in describing each step and taking detailed pictures throughout his build. Enjoy!

-Chris Mounayer

**My Winter Project (Continued from Last Month) by:  
Bob Bartell**

Tail

I finished the tail control by installing the servos and the control rods. I really wanted to use adjustable turnbuckles instead of control rods for the elevators, but, I couldn't find any that are long enough. (8 inches ). Moving the servos towards the rear would allow me to use a shorter turnbuckle, but, the servos have to be where they are so that they can fit side-by-side. The narrowness of the fuselage prevents them from being moved towards the rear.



### Throttle Servo

The instructions call for installing the throttle servo on the servo rack and angle the control rod upwards towards the carb. I don't know if I will ever use a second tank for smoke, but if I do, the control rod will be in the way. So, I raised the throttle servo and positioned it by building out a wall from the fuse side made of balsa and lite-ply and mounted the servo box in line with the carb on the engine.

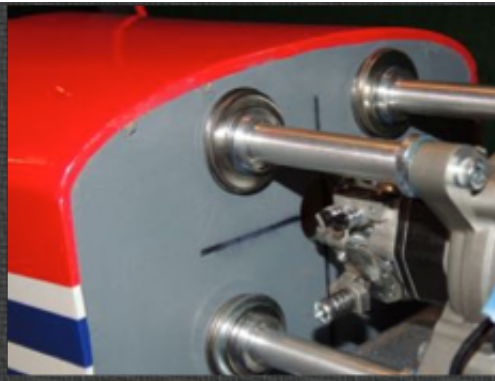




### Muffler

The DLA 55ra mounted with no problems (or so I thought). Once I remounted it with the muffler, I noticed that the muffler was right up against the firewall, preventing cooler air from surrounding the muffler. However, there was enough cowl clearance so that I could shim the engine forward using fender washers and still leave enough of the cowl overlap for the cowl screws. This resulted in a clearance of 1/2 inch. (Thank you Gary!)



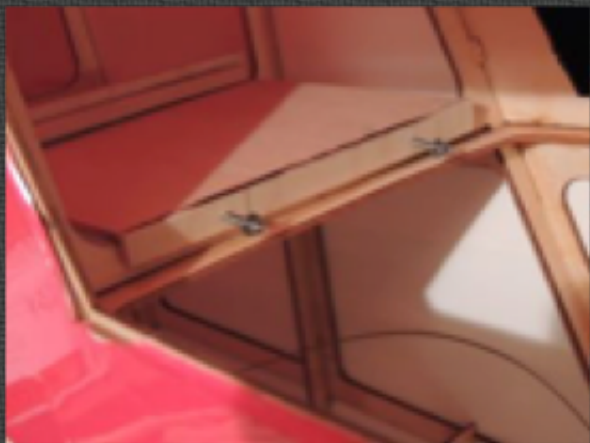
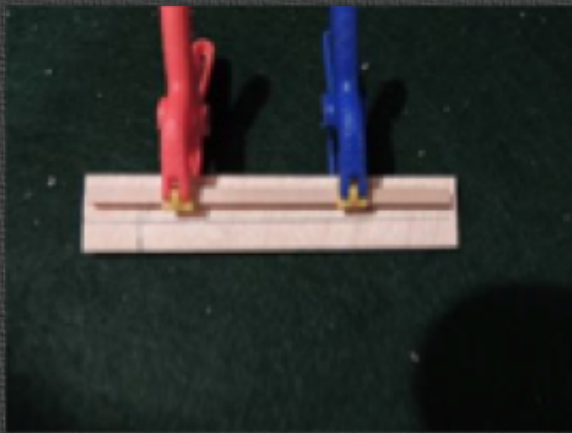


### Center of Gravity

I knew that moving the engine forward would change the CG, so I did an initial CG check. I mounted or taped into position all of the remaining parts; wheels, ignition, batteries, fuel tank, switches, windows, etc. mounted the wings, and held it up at the recommended balance point - severely nose heavy ! So I had to rethink the placement of everything. By moving the batteries and rudder servo back behind the cabin, it balanced Much better.

### Battery Tray

I decided to make a removable tray for the batteries because, even though the cabin has a nice big door, you can only get 1 hand back into the fuselage. The tray slides under a lip in the back and is held in place by screws in the front.



### Rudder Servo Tray

The rudder servo tray screws into blocks that are attached to the formers.



### Cabin Floor

Since I'm installing a pilot figure, I decided to put a removable floor in the cabin made up of 3 sections. The center section will be used to support the pilot. It allows the pilot and the center section to be twisted and moved sideways for removal. I glued a hold-down on the far side of the fuselage. The far side of each panel will slide under the hold-down to keep them in place. I glued a lip on to the underside of the left and right sections pointing towards the center section. Finally, the center section is inserted under the hold-down and sits over the lip of each side panel; holding them in place also. One screw on the door side of the center section keeps the whole thing secured.





### Wheel Pants

It really hurts me to see beautiful wheel pants get cracked and broken. So, I found a way to extend their life. I'll put them back in to box and not even think about using them until I know how to land this plane ! That should keep them in pristine condition for a while.



### Flight Power Switch

I'm using 3 batteries; primary flight, backup flight, and, ignition. Since I'm not using a power board, I started looking for a switch that would control both flight batteries. The BOOMA switch is a pin type switch that has a very small footprint on the fuselage. It has 2 battery inputs and 2 power outputs. It turns on both batteries when the pin is removed, and provides power redundancy. Also, it monitors the batteries and provides for a balanced distribution.





### Tunnel

Even though I'm using snakeskin to protect the elevator servo extensions, I wanted to use a tunnel to bring the wires forward to the receiver. However, I didn't have anything to use for a tunnel, so I stole my wife's roll of paper towels and removed all of the towels - leaving me with a cardboard tunnel. ( she'll get over it ! ) A little foam on either end should keep the wires from jumping around so much.



### Ignition

I mounted the ignition box inside the fuselage; trying to move as much weight as possible towards the rear. It doesn't show it in the picture, but I'm using ties to hold that power line down tight.



The battery tray, and battery leads.



Wires

The gray snakeskin holds almost all of the on-board wires. Every connection inside the snakeskin has been secured with heat shrink tubing.



### Charge Panel

A piece of lite-ply was used to create a charge panel for both flight batteries and a fuel dot for the gas.



### Overhead window

The overhead cabin window is simply a square piece that is permanently glued to the inside of the cabin roof. Somewhere I saw a build in which they wanted to make the window removable. Seems like a good idea, especially since access to the batteries may be a problem. So, I copied their solution. I made a frame of lite-ply and glued it to the inside of the window opening. Then I cut the plastic to size and installed it using 4 small screws.



## Gas Tank

I used the supplied 16oz tank and fitted it with a gas stopper. Walbro has a fuel filter clunk that I used on my Extra 300. It is designed to go into the fuel tank of chainsaws and string trimmers to keep the fuel line wet. I use one in the fuel tank and one in my gas can.



Well, that's it ! This plane is almost ready for a maiden flight.

I'm waiting on FedEx for some small blind nuts to complete the cowl installation, And a rigging kit for the tail flying wires.

