



## MONTHLY CLUB MEETING...

**March 2021 meeting**

CANCELLED

## Meetings Still On Hold

As national COVID mortalities topped half a million this past week, lock-out policies are still in place, keeping in-person indoor meetings on the list of things we really shouldn't do quite yet. Hang on, though, change is in the air and pretty soon, our flying machines will be in the air, too.

Last week saw *incredible* drops in the numbers of new COVID cases reported. So if those numbers are a real indication of what's happening, we may just be out of the woods on this thing soon and at least much more free to enjoy our favorite pastime together. Let's all keep our fingers crossed (and, of course, keep them away from our eyes and face ☺).

## Coming Events...

Mar 20 – First Day of Spring!!

Mar 27 – RC Swap Meet Hamburg, PA

May 5 – Last Frost date

May 29-30 – Westmoreland Cty Air Show  
featuring Blue Angels and USAF F-22  
Raptor Demos, Latrobe, PA

April Never – Toledo R/C Expo CANX

## It's Still Building Season

... that declaration from AMA District III's most cited source of weather information, Punxsutawny Phil.

Our masthead graphic this month is kind of a reminder about those chemicals we use all the time... acetone, MEK, xylene, benzene, methanol, polyvinyl alcohol, cyanoacrylate, acetic acid, acetyl nitrate, nitro methane, ammonium hydroxide, various unspecified epoxy compounds...

It's not even easy to discover the effects of some things we use. Some might make you feel a little goofy like Mr. Masthead above, others are poisons that build up in the body over time; some are dessicants that attack our mucous membranes immediately; some cause chemical burns; and some are so safe they can even be eaten in an emergency. It's worth the time to look into the stuff you're using and take appropriate precautions. Nobody wants to open their windows this time of year but some arrangement for good ventilation and for protecting eyes, skin, and airways can be well worth the effort.

"But that doesn't apply to me: I don't *build* airplanes?" Maybe, but do you sometimes have to mount a control surface or do a little repair After a rough landing? Do any soldering? Assemble an ARF? Wash down a fuel-powered copter or plane? What's that smell when you apply covering or shink out a couple wrinkles? We're all exposed to lots of chemicals of different kinds. We don't need to give up this great hobby, it's just a good idea for us to be a little careful.

## Notes from the Home 'Drome

After a week or two of enough snow to leave most club members satisfied that they've had enough of the white stuff for this season, the weather provided a little teaser on Wednesday.

The sun shined off and on, temperatures reached near sixty, and the winds died down so much that even a small plane could survive a little test glide. A plane might especially survive if it doesn't rely on landing gear for movement or protection from the unforgiving Earth. So I dissected a brand new airplane.

Feeling the cabin fever a bit too much, your editor ducked outside to see whether baby Kadet (ans under carriage) makes as good a glider as it's bigger siblings.



The result was pleasing – it has a lot of stability for its small size and weight and it equipped with a folding prop (which this one was not) and a little belly reinforcement, it would have really enjoyed an actual powered flight.

Lacking those changes, a test glide felt good, followed by putting the landing gear back on and putting the little guy away before any damage could be inflicted. (After all, it's not my airplane ☺ )

Hoping some of the rest of the club at least got to enjoy a little warm air and sunshine – maybe even a flight or two!

## Keeping Up With the FAA

This week FAA published information regarding the Aeronautical Safety and Knowledge Test: their current action will establish who will administer the test. Completion of this test will be required for nearly every RC flyer, possibly as soon as sometime later this year.

Readers may recall that the 2018 Defense Authorization Bill required that anyone operating an Unmanned Aircraft System in the US national airspace have knowledge of how to do so safely. Specifics of what knowledge will be required are still in the offing, but we might expect inclusion of the basics of flight, aircraft parts and functions, where flying is permitted, and possibly local conditions and restrictions effecting RC operations.

The AMA is among the agencies developing test coverage and materials and, is applying to be a test administering authority. They expect the test will be more like a guided checklist of things to know before you fly rather than a pure evaluation. It looks like the test will have about 25 multiple-choice questions about information that most of us will already know. If we miss a question, we will be able to go back and re-answer until the response is correct. This way, the test is fail-proof so every recreational user should be able to complete and pass it. The intent is to bring safety awareness to the airspace, not to exclude recreational users from operating in the NAS. The AMA is advocating that the test be available both online and in a written format at fixed locations, such as an AMA site, to ensure that all members are easily able to take the test.

It is important to understand that there is no new requirement for users at this time. Test administrators will be identified this spring and required to establish their ability to offer the test by summer... and the AMA has promised to keep us informed as more info becomes available.

## Application for Membership in the Johnstown RC Club

Date Paid: \_\_\_\_\_ Check #: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 No & Street: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone No: \_\_\_\_\_  
 Email: \_\_\_\_\_  
 AMA #: \_\_\_\_\_  
 Spouse's first name: \_\_\_\_\_  
 Make checks payable to "Johnstown RC Club"  
 Send Application and Check To: Ken Shilling  
 109 Hoyt Street, Johnstown, PA 15904

Note: All club members must have a current AMA card to fly.  
 What Channel's do you use: \_\_\_\_\_  
 Do you use 2.4 Mhz: Y N  
 Date of Birth: \_\_\_\_\_  
 OK to receive your Newsletter  
 via Email: Y \_\_\_\_\_ N \_\_\_\_\_  
 Membership Categories:  
 Full-Open Member: \$55 \_\_\_\_\_  
 Non-Flying Member \$20 \_\_\_\_\_  
 Jr. Membership \$10 \_\_\_\_\_ (Under age 19)  
 Dues are for the calendar year

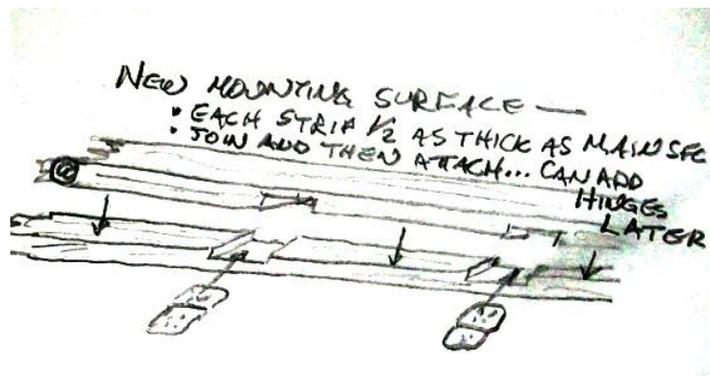
### And one last thing ABOUT THOSE HINGES...

If you never had to hinge a control surface either you must be really lucky or else your dieing hinges always took the parent airplane to the grave with them.

There are a lot of ways to hinge a surface; most of us have seen my favorite, the monokote hinge, where the hinge is made from opposing bits of covering... it makes a very airtight seal at the hinge line, is quite flexible, and may even match the surrounding airplane parts.

The operation of the monokote hinges is virtually identical to the sewn hingess that were THE way to go back in the 1960s... flexible, strong, and nearly indestructible, they're still used on many vintage and pure speed contest models.

Then there are hinge points – with their nearly cylindrical legs they're hard to beat for convenice in installation, and a good job of applying them can look almost identical to full size airplane hinges or be nearly invisible.



The rest of our hinges take a bit more fiddling about than any of the above methods because the hinge has to be imbeded in the sometimes thin and fragile material of a fixed structure and the control surface that hinges to it.

The situation is easily conquered in the 1/4" stabilizer of a Kadet Senior or the 3/8" rudder post of a NotForSale... but as planes in the 42-48" span class become more and more popular, splitting a piece of 1/8" sheet is the more common challenge we need to deal with.

The fix is actually simple and perfectly reliable on either new construction or a repair (yes, hinges do fail or tear out even on indestructible foam things.)

To conquer the hinged thin surface just make the hinged edge in two half-thickness parts. You can easily make a recess for your hinges in the inner face of each of these halves; glue the two together, and mount them to your airplane's surfaces. That's it, and you haven't needed do it yet... I just wish you continued good luck in the future!