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## The Prez. Says



Guys

Here is going into the end of January, time is flying, I hope we can before too long. I have some bad news, Bob Bremer lost his son Mark back in December. Our thoughts and prayers go out to him for his loss. Also Dennis Sedlock had back surgery. He is getting ready for this year's heavy flying season. Also Butch

Haller has had a knee replacement. We hope a speedy recovery for both of them.

Here are some pictures of the Freeze and Eat we had on January 1. Had a good turnout.



Special Thanks to Jim McGuire for putting up the tarps for a wind break. Also for Jim having a sharp knife to cut the ropes when the shelter started to do a Mary Poppins. We had out there enjoying themselves, Mike Morgan, Tim Brown, Ron Siler, Mark Imfeld, Brad Mullins, Sam Parfitt, John Schwab, Jim Martin, Doug Manson, Butch Haller, El Presidente, and Kenny Searce showed up late.

We had plenty of good warm food, and good people to spend it with. Dick Hummel came down and spent some time with us also.

We have our trip to Tri State Warbird Museum this Saturday. I want to leave Walmart parking lot before 9 AM. Please meet in the southeast corner of the parking lot. Thanks to Jim Martin for getting this going.

Remember, we have our airplane beauty contest this April. Make sure you guys have something special for that. Joey and I are both doing AMR Cubs. The way things are going we will be doing high speed taxi tests since neither of us have them covered.

Our next meeting is in Centerville on January 31. Board meeting at 7 PM, general meeting is at 7:30 PM

Also, your AMA and WORKS dues are due at this time.

Happy New Year,  
El Presidente

## Upcoming Events

January 31, 2012

WORKS Board Meeting 7:00 PM  
WORKS Club Meeting 7:30 PM  
Old Washington Township Hall

February 4, 2012

LCRC Swap & Auction  
Whitehall Rec. Ctr.  
Columbus, Ohio

February 28, 2012

WORKS Board Meeting 7:00 PM  
WORKS Club Meeting 7:30 PM  
Old Washington Township Hall

March 17, 2012

WMAA Model Show & Swap  
Aladdin Temple  
Columbus, Ohio

March 24, 2012

FORKS Annual Show  
& Swap Meet  
Fairfield County Fairgrounds  
Lancaster, Ohio

March 27, 2012

WORKS Board Meeting 7:00 PM  
WORKS Club Meeting 7:30 PM  
Old Washington Township Hall

April 13-15, 2012

Toledo Model Show  
Seagate Center  
Toledo, Ohio

April 24, 2012

WORKS Board Meeting 7:00 PM  
WORKS Club Meeting 7:30 PM  
Old Washington Township Hall  
WORKS Aircraft Beauty Contest

June 9, 2012

WORKS Annual Swap-N-Fly  
WORKS Field  
9:00 AM



The Florida Flyers held their “Winter-Fly” contest the second weekend in January 2012. Three Old Timers: Mike Bluestein, Tom Boice, and George Lamb attended with twenty two other contestants and the eighteen events in ignition, glow, and electric were very competitive. The weather included abundant sun shine with temperatures in the high 60’s and 70’s.

We flew five events on the 14<sup>th</sup> with results as follows: O&R Sideport-Tom 5<sup>th</sup> of 7; O&R 23-Tom 1<sup>st</sup> of 4; C Glow LER-Tom 1<sup>st</sup> of 4; Elec LMR-Mike 3<sup>rd</sup> of 10 (in fly off ); Elec Texaco- Mike 3<sup>rd</sup> of 4. George finished last in Elec LMR flying two flights of less than 48 seconds each.

We started the 15<sup>th</sup> with temperatures in the mid thirties, frost on the windows and such. Coats and jackets gave way to long sleeve shirts by mid afternoon. The wind was light and variable increasing to 8-10mph. We had results as follows: C Ign LER-Tom 1<sup>st</sup> of 8; A/B Glow LER Comb-Tom tied for 1<sup>st</sup> with only two entries; Brown Jr. LER-George tied for 1<sup>st</sup>, Tom 3<sup>rd</sup> of 9; Elec Speed 400-George 2<sup>nd</sup> and Mike 3<sup>rd</sup> of 8; 1/2A Texaco Mike 1<sup>st</sup> and George 2<sup>nd</sup> of about 8 entries. Note: In 1/2A Texaco Mike got a 15 minute Max followed by a 13 minute plus flight. We had a good day. Some times it is easy to find thermals when there are 25 to 30 buzzards flying in them.

The third day the temperatures were in the 70’s with winds 8-10 mph with gust to 14. Keeping the models out of the pine trees ( no corn ) was the challenge of the day. The results were as follows: A/B Ign Combined-Tom 1<sup>st</sup> of 2; Texaco Combined-Mike 1<sup>st</sup> and George 2<sup>nd</sup> of six entries but only two flew; Antique Combined-Tom 1<sup>st</sup> of 5; Foxacoy-Tom 2<sup>nd</sup> and George 3<sup>rd</sup>. The story of the day was in Texaco. Mike and his 6.5 pound Bomber was allocated 28cc of fuel. It was powered by a 4 cycle and shut off early due too high altitude. The model continued flying in several thermals for a 21:30 minute flight. This flight was not to be equaled under these conditions. This ended a fine three day contest.

## Pinning Hinges for Increased Security When Flying

From the Miramar Radio Control Flyers, San Diego CA

If you've ever had a control surface come loose in flight and lost an aircraft as a result, you've probably given serious consideration to pinning hinges for added security.

Sometimes you get away with a detached control surface, but when you have no elevator, or an aileron is partially pulled out at an angle, you can lose an aircraft quickly.

The most common hinge types used today are the nylon hinge and the Flexible CA hinge that Sig markets as the "Easy Hinge." You'll also find metal hinges used in some of the Almost-Ready-to-Fly (ARF) airplanes. Nylon and metal hinges are normally glued into position using epoxy glue. To avoid epoxy from getting on the hinge joint, modelers sometimes coat it with Vaseline or oil.

The installation of nylon or metal hinges is a more time-consuming and tedious process than the installation of the Easy Hinge. The Easy Hinge is slipped into slots in the control surface and in the wing or tail structure after which CA is dripped on to the exposed portion of the hinge and wicked into both ends of the hinge by capillary action.

In order to provide assurance that control surfaces won't detach in flight, many modelers pin their hinges. There are two basic methods. The first is the use of the classic, round toothpick. Using a 3/32 -size drill, drill through the hinge on both the control surface side and wing or tail structure side. Install the toothpicks using epoxy or white (aliphatic) glue. When the glue sets, clip the toothpicks as close to the surface as possible and then sand the ends flush.

Because sanding is impractical when covering is already on the aircraft, you can carefully grind the toothpick ends flush using a Dremel tool. Cover or paint as appropriate. Note: Some articles recommend the use of CA glue. I don't because CA can set so quickly the toothpick may not be properly installed.

Another method for pinning hinges involves using two types of steel pins in combination. This method won't work well with metal hinges because of the difficulty of drilling through the metal with the larger pin used as a drill bit, but I have used it with nylon hinges and it is especially suited for the Easy Hinge. I've found using the steel pin method with Easy Hinges is the quickest and most secure method.

Here's how the steel pin method works. First, you need two types of pins—a box of "Tailor" pins and some modeler's T-Pins. You can get the Tailor pins from any store that carries sewing items. Modeler T-Pins can be found at your local hobby shop.

You may encounter some difficulty drilling through nylon hinges. Conversely, your T-Pin drill bit will go through the Easy Hinges like butter. Note: You might use a 1/16-inch drill bit versus the T-Pin bit. The diameter is slightly bigger than the T-Pin shaft but it should work and may make the job easier when dealing with a regular nylon hinge, and especially a metal hinge.

Now that you've drilled your pin holes, it's time to install the Tailor pins. Since the shaft of a Tailor pin is thinner than the T-Pin, the Tailor pins fit easily into the drilled holes. Install them in the holes from the top down so the pin top will appear on the upper wing, tail, and control surface.

Leave roughly 3/8-inch of the pins exposed. Mix up a batch of 30-minute epoxy. Dab some epoxy on the exposed portion of each pin and slide all the pin tops flush. Let the epoxy set. Then, clip off protruding pins on the underside of the wing, tail structure, and control surfaces (or one side of the vertical stabilizer).

This method is fast! When you get done, the tops of the Tailor pins will show but they are quite small and far neater in appearance than the toothpick method, particularly when used to pin the hinges of an ARF.

