

SKY CORRAL R/C CLUB
EST. 1970



NEXT MEETING

WED. JANUARY. 8TH 2020

AMA 946 GOLD LEADERCLUB

*Pueblo, Colorado
1970-2020*

THE

BULLPEN

**NEWSLETTER OF THE SKY
CORRAL RC CLUB**

CLUB OFFICERS

ROB PIKE—PRESIDENT

MARK SIEMEN-VICE PRESIDENT

LARRY OSBORN-SECRETARY/TRES.

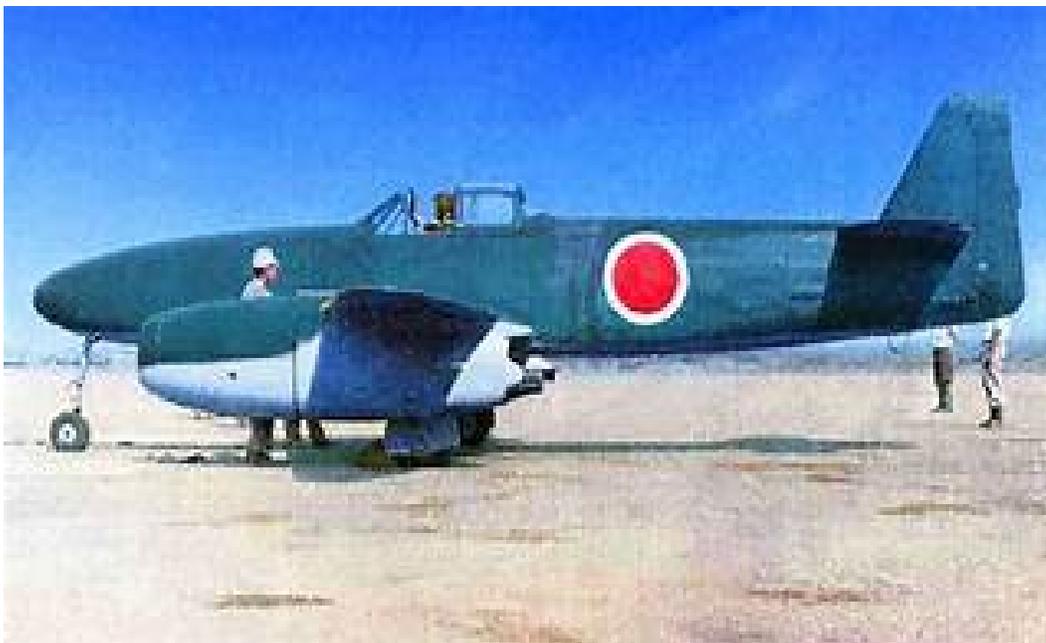
JOHN BOREN-SAFETY OFFICER

**CLUB RECEIVES \$2000 GRANT FROM AMA FOR
RUNWAY WORK DONE IN 2019**

**NO MINUTES SINCE THERE WAS NO MEETING
THERE MAY BE A JUNE MEETING AT THE FIELD
I WILL LET EVERYONE KNOW AS PLANS ARE FINALIZED**

**JOHN BOREN SUBMITTED A BUILDING ARTICLE FOR HIS NEW SCRATCH
BUILT JAPANESE "KIKKA" WHICH WAS AN EXPERIMENTAL JET**

NAKAJIMA J9Y KIKKA



I was working on my Kikka and came up with this to construct my Wheel Wells. It's actually a lot easier to do them my explanation below.

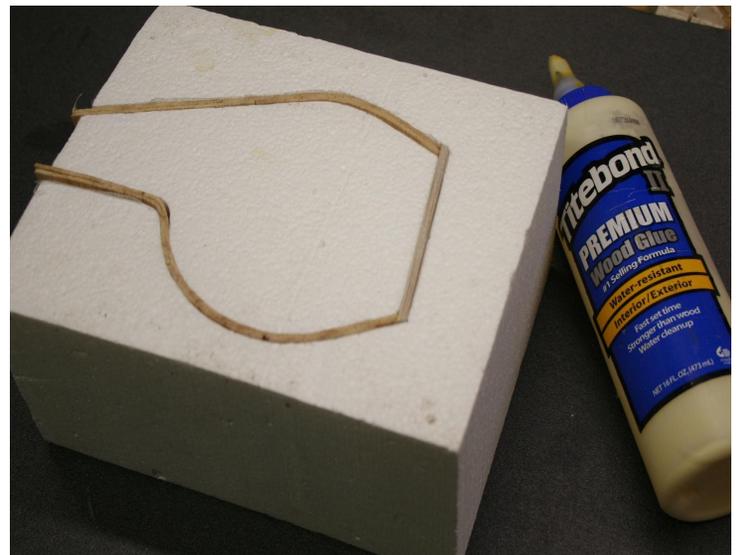
They say a picture is worth a thousand words. Well it's taken 920 words to describe this plus the photos. What I am about to explain is actually easier to do than what my explanation will be on how I did it. Not sure if anyone else has done this before but it was so easy to do and the results are too nice not to share. I will be posting this in a few places I visit so if you visit those same places you may see it again.

I like to have my inner walls of my Wheel Wells completely covered. In the past on a built-up wing it would mean drawing an outline of the opening, cutting through the balsa sheeting and then forming the inner walls piece by piece. I had already laser cut each of the ribs part way through where the outer edge of the wheel wells would make contact. This made this easier for me to do what I did. So now to form the walls, I did the following. I first copied the outline of the wheel wells onto a piece of four-inch-thick Styrofoam, since I knew 2" would be plenty to create each wheel well with. I then drew another line 1/8" inside the original line. Next, I cut along both lines with my bandsaw. This created a 1/8" wide gap between the two pieces of foam. I then covered both surfaces of foam that I just cut with clear packing tape. This was to prevent the Titebond II glue from sticking in the steps ahead. I cut enough 1/6" thick balsa into 4" wide pieces with the grain going across the 4" wide dimension. I soaked the wood in water and ammonia for an hour. Next I cut to size a 1/8" thick piece of balsa that would go along the straight portion of the outline. This I placed inside the outer piece of foam. I applied glue to one edge of one of the 1/16" balsa sheets that

I had now taken out of the water and removed any access water from. This glued edge would meet up with the 1/8" balsa. I proceeded to add three more pieces of the wood into the outer foam piece, applying glue where each piece of balsa would meet. Next, I brushed on a nice coat of Titebond II over the entire side of another sheet which would become the inner layer. I did the same with the next three pieces. You will need to cut down two sheets of the inner balsa since you want the wood joints to be staggered. Next place the inner piece of foam in place. It took me a couple minutes to get the inner piece of foam in place, since you will need to push the sheets of balsa here and there to get them to all sit properly and touch each other. I then put it on its side and apply several pounds of weight to squeeze it all together. I let it dry overnight, then removed the outer piece of form. Although the glue was dry the wood was still wet so I left the outer piece of foam off it and had a fan blow on it for next 8 hours while I was at work. When the formed balsa was completely dry, I cut it right down the middle on my band saw. It was really easy to fit these into my wing. I remove the portion of the ribs that I had already laser etched part way through. Since I left a small portion of the ribs against the top sheeting in place, I had to cut notches in the formed balsa to go over these areas. It took very little sanding to get the inner edge of the 1/8" thick formed balsa to match up with the inside surface of the top wing sheeting. To align everything before gluing, I placed a rectangle piece of foam in place along the root rib. This would help align my balsas wheel wells. I then cut the inner piece of foam in half on band saw and placed one piece inside each of the formed wheel wells. I started on end and applied thin CA along the contact edge of the balsa while pushing down on the formed balsa. In only a minute each of the wheel wells are glued in place. Remove all the foam. I then marked the wood a little above where it needed to be cut with a pen. It's better to be too high then too low. A Dremel tool with a cutting disk made quick

work at removing the unneeded balsa. For final shaping I simply used a foot long sanding block, went back and forth span wise along the wing, until the balsa matched the contours of the ribs. The Marking cutting and sanding of both wheel wells only took 20 minutes to do. To confirm you have sanded the contours correctly simply place a sheet of balsa over the wheel wells and run your hand over it. You will feel a bump if it's high. Simply sand a little more until the bump is gone. Now it's a simple task to glue on the bottom sheeting. I'll cut away some of the sheeting before gluing in place so I can have a better view of the inside which will allow me to sand the bottom wing sheeting to the contour of the formed balsa wells.

John Boren





JOHN'S USUAL QUALITY AND A VERY INNOVATIVE TECHNIQUE

SKY CORRAL RC/CLUB RECIEVED A \$2000 GRANT FOR RUNWAY IMPROVEMENTS

The grant amount is \$1940.75. It was given to the club by the AMA Foundation. It's purpose was to promote club flying site improvements, runways in most cases, in this specific case I entered the request as club treasurer to help the club pay for the fabric runway improvement which was one of the listed improvements the AMA specifically mentioned. It is only for a percentage of the money already spent last year. It is a retroactive grant so I had to supply invoices etc to prove the amount and pictures to show what we did. There were several conditions needed, the club has to be a gold member club (so I did what was required for that) the club had to show a need so I presented pictures and estimates on repaving the runways, club members had to do the work so I again took and presented pictures of the work being done, and it had to be presented by December of last year. All requests for grants are reviewed by the Foundation and things such as community service events over the history of the club were used (I used the War Birds Over Pueblo Salute to Veterans as our example), flying according to AMA rules and regulation, history of the club and club member participation were important considerations. Every club request was judged on a point system with points given for those things. Only a certain number of grants is given and they go to the clubs with the highest point total. I put a lot of time and effort into getting the grant application done, making sure I maximized the point total. Some of the things the club did may not have seemed to make much sense but increased our points.

The amount we got was the most we could have received.

These grants are almost always for runway improvements, the Foundation looks for capital improvements so non capital uses are not eligible for the grants. This is laid out specifically in the request form. If anyone needs more info they can ask me.

Larry Osborn

Treasurer

Sky Corral R/C Club AMA 946





how many of these classic pattern planes do you recognize?

***IF YOU HAVE ANY PICTURES NEW OR OLD
YOU WOULD LIKE ME TO PUT IN THE
NEWSLETTER JUST SEND THEM TO ME VIA
EMAIL IN A JPEG FORMAT AND I WILL
INCLUDE THEM IN THE NEXT NEWSLETTER***

***REMEMBER THAT I WILL BE GLAD TO
INCLUDE ANY FOR SALE OR WANTED
REQUESTS IN THE NEWSLETTER
JUST SEND THEM AND THEY WILL BE IN
THE NEXT NEWSLETTER***

