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TREASURER

Don Gordon

President's Patter

Been stuck in front of the TV with hopeful cooks thinking it's too cold to go out to the workshop? If you were able to fit in 2 hours each weekday night, that's 40+ hours per month of progress on your project. Last Cowra I met a builder who had completed his velocity project working 2 hours every night from midnight to 2 am which enabled him to fulfil family and employment commitments and now through his disciplined building approach he needs a time to fly his creation. I hope you can be inspired to resist the TV and the warm comfortable couch. I myself have a desperate need to learn all I can about cooking because the workshop option is just too cold

Last month we looked at some simple composite shapes that might be included in the birdman aircraft. These shapes were made from 60gsm kraft paper impregnated with polyester resin starting with a 1M length of 375mm wide paper weighing 23g dry. Impregnated with resin they were folded, rolled and some clamped into moulds to hold shape until they cured. From a paper weight of 23g the finished samples weighed from 45-69g resulting in fibre: resin ratios from 1:1 to 1:2 At our next meeting we will break these samples to get a comparative idea of ultimate strength

Birdman

An organising committee comprising Brian Ham David Zemel John Livesy (Chapter 21) and myself, met last month to review David Z's design concept and to encourage and support an application to participate in the Red Bull Flugtag event in November in Sydney. Only 40 applications will be accepted based on individuality originality and entertainment value

Late June I attended a Chapter 21 meeting with the proposal that we enter a combined application potentially built from the laminated kraft paper. Chapter 21 members liked the idea and are keen to help and be involved in the project.

Aircraft Trivia

1. I am a famous aviator
2. I was born 100 years ago

El Presidente Says

"The future belongs to those who believe in the beauty of their dreams"

Eleanor Roosevelt



On The Bench



RV 12 - Timelapse
Wing Construction

[Watch the vid.](#)

This month's iPhone App

[X-Plane 9](#)



The past month has seen the nose cone remade in fibreglass and finally clears a logjam so I can continue FWF

The female mould was made of chopped strand glass with a polyester resin and a face layer of bidirectional cloth for finish. This was split vertically from the plug as the cowling joggle prevented it releasing cleanly in one piece. To prepare the plug I filled and sanded filled and sanded..... and eventually painted with automotive acrylic for a high gloss finish which was further buffed polished then given 8 coats of mould release wax. Final preparation was a film of PVA mould release which I wiped on. This was a mistake as it left marks in the mould which may have contributed to problems releasing the nosecone

The split mould was mounted into MDF frame, itself split to match the mould with the nosecone being laid up in each half. The majority of the glass used in the nosecone was bidirectional with some tape around the joggle and eventually a circumferential belt of chopped strand around the inside of the joined halves to stiffen the shape. Epoxy resin was used in the flight piece with a cast weight of 2460g

Problems with removing the piece from the mould caused some ripples which were filled and sanded.. filled and sanded... using micro fill automotive filler. Finished weight when promed was 2710g (I did get a fright when I thought I saw 6kg on the scale which was only me seeing 6lb I accidentally hit the g/oz conversion key)

A new centering ring was made on lathe and mill to assure concentricity of spinner rim of the nosecone to propeller hub. The nosecone has now been mounted on the engine and the cowling upper and lower panels fitted to it, so next step is to finish the air system.

Cowra - September 17-19

Chapter 18 has been delegated the role of coordinating the volunteer roster

Who can help?

Next Meeting – Wed July 14, 2010 @ 7:30pm

Wed 14th July @7.30pm

- 1 Lets break the laminated paper samples See what conclusions we can draw
- 2 Show and tell – each builder to bring along a piece and describe how it was made

Looking forward to seeing you all there until then happy building and safe aviating

David

Aeromorph 75 - The power behind David Roe's "Diva"

Before you think this is just another bolt-together VW engine article, consider that the work that went into narrowing this engine to fit the round cowl of David's Hummel Bird produced a four-cylinder VW engine which is taller than it is

wide. A destroyed crank, custom-shortened connecting rods, and short-skirt BMW pistons are just a few of the components and custom machine work that went into this remarkable engine.

[Click here to read the full article](#)

