



AMA Charter #3470
Club Newsletter August 2005

A Note From The President

I can't believe another month is here. The big thing on my radar screen is the club By-laws. This will be the hot topic for the August meeting. Enclosed is a copy of the by-laws, we'll discuss them August 17 and vote September 21. I encourage everyone to take an active part in this process.

The other big item of business for the next meeting will be the hosting of a regional swap meet. I would like to work with other clubs in the area to have a large event, possibly at the Hickory Fairgrounds. More on this item Wednesday.

As always if you have any item that needs special attention please let me know so we can bring it up at the meeting. Come early to the meeting and get a few flights in.

Look forward to seeing each and everyone at the next meeting.

Thanks
Seth H. Nagy
President, CAM

At The Last Meeting

At the July meeting Brett presided in the absence of President Seth Nagy who was out of town. Brett started off thanking everyone for doing a great job for our first event on June 25th's Fun Fly.

We had a large turn out and many fliers. Our Club cleared \$321.00 on the Fun Fly which included Donations, 50-50 and food and Drinks. Shirley mailed out Thank you notes for our donations on behalf of CAM.

Membership: We have now added two associate members-John Balleu and Jackie Nagy. Our total membership is now 30. We are growing.

Thanks to Richard Haas for the lock placed on the frequency box.

Field Report: Discussion from members about mowing the field every 3 or 4 weeks (depending on the weather) This would be a total mowing of the field like at the Fun Fly.

Mearle reported that we would not be having the Oct. 1st Blue Ridge Mtn. R/C Rally in Morganton. The airport is under new management and there has been some difficulty getting permission

Intro Pilots report: Larry Smith has proved he can fly with out help. He is doing good.

Swap Meet for a fund raiser was again discussed with a report of \$600.00 to use the Hickory Fair ground. After some discussion we felt we needed what this covered. How many tables , chairs, etc. Need more details?

Comments about the PA system we used at the Funfly and how to get one like it. Richard Haas said he had a CB we could have to use for events.

MEETINGS: Next meeting will be on Wed August 17th at The Flying Field. meeting at 7:00. Come early to fly.

Up Coming Events

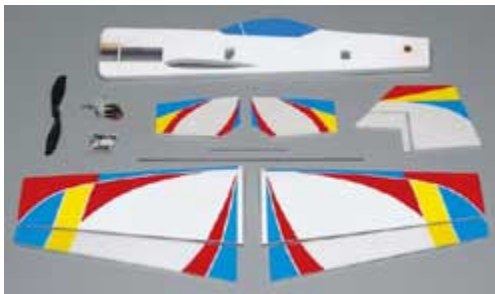
October 28-29 Warbirds over NC. WHAM and Giant Scale Warbirds Association Co-sponsored event at WHAM field.

Review - Great Planes Yak 55 EP Seth Nagy, CAM



The Great Planes Yak 55 is a foamie profile plane. I picked it up at Airborne Hobbies for \$40, it comes with a nice brushed motor and gear box, carbon fiber wing and fuselage rods and air foiled wings. The plane has a full flying elevator. The kit even comes with servo arm extensions; you glue them onto your standard servo arm to give greater throw.

Once I got the kit home I started working on it. I was going on vacation in a few days and thought this would be the perfect thing to throw into the back seat. After I told Jackie my idea I ended up leaving the plane at home.



Back to the construction. I used polyurethane glue for almost all of the gluing on the plane. I like this glue on foam since it foams up and gets into cracks giving a strong bond, it is also a light weight glue. I find epoxy to be rather heavy on small planes. One trick I use with polyurethane glue is to activate before using by mixing with a few drops of water before applying it. It will harden in an hour or two rather than 24hours.

The rudder comes with regular pin hinges and I gooped them up with Vaseline before gluing in place. It worked and I finished the plane and took it out the field for its first flight.

The servo arm extension on the elevator gives unrealistic throws. The flying elevator would go a full 90 degrees up and down. I thought this was a bit much so I toned it down using my computer radio. I finally settled on about 40% travel with the elevator and cut it down again with dual rates.

With the plane balanced (two pennies stuck in the tail) I asked George to launch the plane. It took off easily and only need one click down elevator and one click right aileron (I've always wanted to say that in a review). It flew well. Highly aerobatic on low rates and CRAZY on high rates.

I've since changed the servo arms and connection rods so I'm not limiting the travel and resolution from my servos. After many flights and one minor crash I like the plane. It flies well on a brushless 400. I get about 20 minutes for hard flying before the battery drains and it will not hover.

Specifications

Stock Number: GPMA1190

Wingspan: 33.5 in (850mm)

Wing Area: 297 sq in (19dm²)

Weight: 12-14 oz (330-380g)

Wing Loading: 6-7 oz/sq ft (17-20g/dm²)

Length: 33 in (840mm)

Includes: 280-size motor, 5:1 gear drive, prop, prop saver

Requires: 4-channel radio w/micro receiver & 3 nano servos, 20A brushed electronic speed control, 12" & 6" servo extensions, 3S1200 or 1500mAh Li-Po battery, Li-Po compatible charger

I'm pleased with the plane and recommend it to anyone who wants a small, acrobatic, electric plane. I fly with a Kokam 11.1 volt 1500 Mha battery and brushless 400 motor. This is a great match for the plane. I would not recommend going with anything less.

Happy flying

How to prevent crooked takeoffs Simi Valley Flyers, Simi Valley CA

In airplanes with tricycle landing gears it's fairly easy to control the straightness of take off with the front wheel and rudder. During takeoff, you guide the airplane with the front wheel down the runway until the speed gets to about 10-20 mph, and then the rudder takes over and guides the airplane the rest of the way—hopefully straight down the runway to a smooth takeoff. Other factors that affect takeoffs are obviously the pilot, wind direction, and model dynamics.

Toe-in is when the front wheels are slightly angled inward. Typically 1 or 2° of toe-in will do the trick.

Tail-dragger airplanes are slightly different animals and require a little toe-in in order to guide the airplane down the runway as straight as possible during takeoff and landing. Front wheel toe-in plays a very important role, much more so than in an airplane with tricycle landing gear.

An airplane with tricycle gear's center of gravity (CG) is in front of the main gear. This helps straighten out an airplane that has developed a yaw angle between where it is pointed and where it is actually going.

A tail dragger's CG is behind the main gear, and a slight yaw angle is not automatically corrected but is made worse and can result in ground looping.

Toe-in of the wheels can help both types of airplane. A model rolling straight ahead has equal drag from each of the wheels. When the airplane takes an unwanted turn to the left, the drag from the left wheel is reduced to near zero, while the drag at the right wheel increases. The net effect is an unbalanced drag on the wheels. This exerts a retarding force and tends to turn the airplane back to the desired direction. This wouldn't happen without toe-in.

A slight toe-in on float models also works well for maintaining a straight takeoff into the wind. The most important thing I've learned about float flying is to keep the airplane directed straight into the wind during takeoff and landing.

Guidelines for a good spotter Ocala Flying Model Club, Ocala FL

A good model aircraft spotter does not have to be a flier. They can be a spouse, boyfriend, girlfriend, or an interested friend. They should, however, have some training that goes along with their responsibility.

1. Good spotters begin their duties as they approach the pilot's aircraft. They observe the fueling ports for security, backed out screws, hatch security, proper frequency pin etc. and alert the pilot to anything out of the ordinary. They also observe the type and number of aircraft flying in the pattern.
2. Spotters should get a good grasp on the aircraft, even if there is a mechanical restraint. Proper hearing protection may be required. They clear downwind of the propeller prop wash, and warn any people standing in the propeller arc to stand back. They observe the position of the throttle stick on the transmitter—always keep their eyes on the pilots left thumb, and watch for a fast full throttle.
3. After the aircraft is started, they observe the functional check on the control surfaces for proper deflections. Is the antenna extended, etc?
4. They check the runway, departure end, crosswind, downwind, and base legs for traffic prior to calling taxiing out and takeoff.
5. After take off the pilot will feed them information on their intentions, i.e., do a loop, roll, stall turn etc. The spotters will stay ahead of the aircraft, feeding the pilot traffic information.
6. Before landing, they call out "landing," and make sure the runway is clear. After landing the spotters' job is not done. They check the final leg as the pilot taxis off or is on the field recovering his/her airplane, alerting other pilots of landing aircraft or aircraft taxiing out.
7. From the time the spotters are on the flight line until the engine is shut down and the aircraft is removed from the flight line, the spotters must have situational awareness to their surroundings.