



AMA Charter #3470
Club Newsletter May 2005

A Note From The President

I know good flying weather must be just around the corner. It seems it has been awfully windy and rainy these past few months. Our next club meeting is Wednesday May 18th, we will meet at the field. The meeting will start at 7:00. I hope the weather will cooperate and allow us to fly before the meeting starts. If you have something air worthy bring it.

Mearle Hickman has finished updating the club's By-Laws and field safety rules. The club officers are currently reviewing these proposed changes. This will be presented to the membership for review and input prior to any vote.

I want to welcome our newest CAM member, Richard Hass. Richard is a long time modeler who is getting back into the hobby after a short hiatus. Some of you will remember Richard from when he joined the club last year. Please make Richard feel welcome.

Hope to see you all out on the 18th. - Seth

At The Last Meeting

On April 28th 2005, 2:00-2:30pm the Caldwell county tv station will be taping at the field. We plan to have several planes on display, and to have buddy box available for the county commissioners & employees to try flying

CAM fly-in Sat. June 25th- Ron Miller has made flyers for this event. Will have food "Hot Dog Man" and we will have drinks to sell and maybe some other snacks.

CAM voted to send a donation to help sponsor the 2005 US F3A Aerobatic Team which will be defending World Team Championship of 2003 in France.

Jack Adams, (Field Marshall) reported that the lock on the gate has been fixed and also grass seed and fertilizer has been spread on the field.

Jack will also check on rental of a portable john for June's fly in.

Intro Pilots Report: Jason's 6 year old son is doing well flying with the help of the buddy box.

Mearle's report on by-laws with field safety rules will go over next month meeting. Also the Oct. Rally needs more meetings.

CAM members voted on Matthew Sprinkle as an honorary member for the year. He has AMA and Ron has been working with him to learn how to fly.

Club voted to Incorporate (after we go over the new by-laws)

Membership report: 23 members

MEETINGS: Next meeting will be on Wed May 18th at The **Flying Field** in meeting at 7:00. Come early to fly.

Up Coming Events

May 11-14 **Joe Nall**, Woodruff, S.C.
Including AMA membership meeting on May 12th. Come meet your AMA officers. www.joenall.com

May 21 (tentative) **WHAM** Spring Fly-In and Open House

June 4 **WHAM** Warbirds Fly-In at Wilson Field

June 4, **Huntersville**, NC - Carolina Classic for 323, 324, 325, 326, 329 (JSO)

June 11-12 Great Smoky Mountains Southeast Regional RC Modelers EXPO, TN Museum of Aviation, **Sevierville, Tn**

June 11-12, **Statesville**, NC - 6th Annual Double Creek Airport Giant Scale Fly In [Contact](#)

June 25 **Caldwell** Aero Modelers Summer Fun Fly-In

July 16 **WHAM** Top Thumb at Wilson Field.

Jul 16, **High Point**, NC - CC RC Cub Day 8th Annual

Aug.6 **WHAM** Bob Wilson Memorial Fly-In. AMA "C" sanctioned event. Any plane any size

Oct 1 (tentative) Lenoir 1st Annual Blue Ridge Mountains R/C Rally, at the **Morganton- Lenoir Airport**.

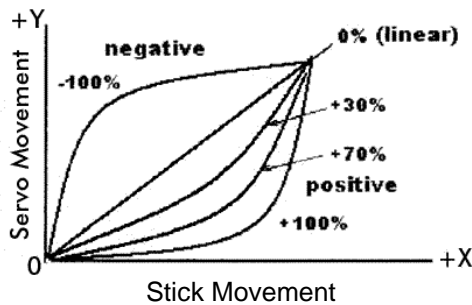
Spot The Airplane – Win a Prize



First correct entry drawn at the May 18th meeting will win a prize. Must be present to win

A tip on using exponential:

The throttle response on many RC airplanes is nonlinear. On several of my models, all the power change seems to happen in the first half of stick movement, from idle to mid-position. From mid-position to full throttle, power seems to change very little. So the throttle response curve seems to look like the negative exponential curve shown in this diagram.



The throttle is over-sensitive near idle and not sensitive enough near full throttle. This effect is due to the geometry of the throttle linkage and also to the design of the throttle itself. To straighten out the throttle response curve for more linear results, you can program positive exponential into the throttle channel. This positive curvature will counteract the existing negative curvature in the throttle response curve, and give you a more desirable linear throttle feel.

From Prop Talk Riverside Radio Control Club, Riverside, CA.

Pulling oil out of wood

Sometimes the firewalls and engine areas of older airplanes get soaked with oil from the fuel.

This weakens glue joints to the point where an aircraft could fall apart in midair.

Try using CyA kicker (catalyst). You just have to spray it on and wipe it off. It pulls the oil right out of the wood. Several treatments may be necessary. This also works if a fuel tank develops a leak, and the fuselage gets soaked with fuel.

From Evergreen Radio Modelers Association, Marysville, WA

Touch-and-go or bounce-and-go?

“Touch-and-go” is a great way to practice landings. It’s a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn’t break your propeller, you might be lucky enough to dribble to a stop before running off the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are, however, a couple of ways you could recover from a bad bounce and keep your dignity in tact. One is to maintain “full back pressure” on the stick (i.e. full up elevator) in the hope that there is enough flying speed to cushion the second bounce. If the bounce is more of a high speed “skip,” this method works well.

The second method is to immediately apply power and return to level flight.

I’ve tried both methods, and a “bounce-and-go” with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look like you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try “not to land.” The airplane will slow and “sink in” in spite of you, giving you a smooth transition from air to ground.

From Central Arizona Modelers Inc, Sedona AZ