



AMA Charter #3470
Club Newsletter October 2005

Club Information

President – Seth Nagy
Vice President – Brett Springall
Secretary/Treasurer – Shirley Teague
Safety Officer – James Burns
Field Marshall – Jack Adams
Into Pilots:
Seth Nagy, Ron Miller, & Brett Springall

MEETINGS: Next meeting will be on Wed October 19th at The Captains Galley on hwy321 in Granite Falls. Meeting at 7:00. Come early to eat.

A Note From The President

Looking back on what we've done as a club is impressive. To sort of "pat our selves on the back" I've listed some of what has happened since Spring:

- Membership has grown by more than 50%
- A successful fly-in raising over \$300 Basic flying field (shelter, pin board, port-a-jon, trash cans, wind sock, etc.)
- We're on our way to incorporation
- Adopted a new set of club by-laws
- Hosted visiting flyers from the Boone and King NC
- Helped two new RC pilots solo at our club field
- Appeared in the Lenoir Newstopic three times

I'm sure there are additional items I've left off the list. However, we also need to look ahead, and choose what future goals and tasks we want to tackle as a club.

To continue on, we'll need solid dedicated members who enjoy accomplishment, fellowship, and RC modeling. This month is officer nominations. We also need to fill committee/chairman positions. These will include, Field Marshall, Safety Officer, Meeting

Activity Chairman, Contest Committee Chairman, and a Membership Chairman.

I am excited about where we are as a club and where we are going. It will still take much effort for the Caldwell Club to grow and improve. We can not do this without involvement from the members.

Our next meeting is at Captain's Galley in Granite Falls. I'm looking forward to seeing you there -

Thanks
Seth H. Nagy
President, CAM

Notes from the last meeting

We had a great turn out for our last meeting at the field for the summer. Most of the meeting covered reviewing the corrections to our new bylaws and approving them. These will go into effect for the 2006 club year.

The incorporation of the club is now in progress.

Nomination of club officers shall be made at the October meeting. The slate will be published in the November newsletter prior to the election. All members are encouraged to attend the December election meeting. Officers will be elected by secret ballot.

BIG THANKS to GEORGE HERR for mowing the field!!

CAM IS STILL GROWING We have added another members which makes our membership total 32.

Our deepest sympathies must also be expressed at the passing of past member and friend Glenn Layden. A memorial service will be held at 2 p.m. Saturday Nov 5, at Episcopal Church of the Ascension, 726 First Ave., NW, Hickory.

Up Coming Events

October 28-29 Warbirds over NC. West Hickory field

November 12 – Annual swap meet. Dixie Classic fairgrounds, Winston Salem

**From the Tri-Lakes RC Flying Club,
Kimberling City MO
How Fast is My Airplane?**

Don Johnson, editor

A good radar gun or some type of speed trap is the most accurate way to determine your airplane's speed. To get a fairly good idea of how fast your airplane flies—without any high-tech equipment—is quite easy.

All you need to know is the rpm and pitch (in inches) of the propeller. The propeller pitch is the distance the propeller will advance in one revolution. (*Technical Editor's note: The pitch is actually slightly less than that, but close enough to use for this purpose.*)

To find the speed, follow this simple equation:

$$\text{rpm} \times \text{pitch} \times .000947 = \text{speed.}$$

The .000947 converts the pitch inches and the revolutions per minute into miles per hour. For example, if your motor has a propeller with a 6-inch pitch that turns at 12,000 rpm, the airplane will probably have a top speed of roughly 68 mph. ($12,000 \times 6 \times .000947 = 68$ mph.)

If your model is aerodynamically clean, this figure will be close; however, if you have a draggy airplane—such as rigged biplane—you could lose 10% to 20% of your speed.

Tips and Hints

by Larry Dudkowski Prop Masters RC Club

This column is a collection of things I learned while looking up other things. Sometimes I run across hints, tips, or articles that aren't big enough for a whole column but are interesting enough to pass along, so here they are.

- Voltage is a critical factor in determining propeller speed in an electric model. I tried to fly my A-10 using a two-cell Li-Poly pack (7.4 volts 1200 mA). It promptly floundered into the ground. I switched to a six-cell Ni-Cd pack (8.4 volts 600mA) and found that I had a good performing aircraft. The same was true for my Tiger 400. Just switching from a two-cell (7.4 volts) to a three-cell (11.1 volt) Li-Poly made all the difference in the world. Simply put, it is battery voltage that

determines the propeller speed and therefore causes aircraft speed. It is battery capacity (mA) that determines the flight time.

- The next time you out grocery shopping check out the stationary section of the store. Look in the section where the rulers and protractors are. Pick up a set of small triangles. They usually come in a set with a 45° and 60° angle. They work great for squaring up the fins and rudders against the stabilizers and elevators (or any other spot where you need to have a 90° angle). You may find that they will work a little better if you cut off about a ½-inch of the 90° corner of each triangle. I also like to use them to position the control horns in relation to the servo arm.

For constant cord wings, set the base of the triangle along the control surface. Slide it along until it aligns with the servo arm and mark the spot on the control. The same is true for the rudder and elevator.

- Here's one for you builders out there—if there are any left. When I have wing-mounted servos, I make some paper tubes to use as guides for the servo wires. Just roll up some stiff paper (typing or printer paper will do) into a tube slightly larger than the servo connector. You want to make sure the connector will pass through the tube easily.

Tape or glue the tube so that it doesn't unwind. Then simply glue the tube to the wing ribs so that you have a conduit between the servo-mounting hole and the points in the wing. Being paper it's easy to cut the excess tube.

Now even with the wing covered you should easily be able to thread the servo leads through the wing to the exit points.

- You want to put a little thought into when you mount your on/off switch. This is especially true for hand-launched models such as Combat airplanes. You want to place the switch in a location that won't be accidentally hit during the launch.

For Combat models, probably the best spot would be on the top of the fuselage just aft the wing. There have been a few instances where the switch was accidentally turned off during the launch. This caused the model to

go out of control and crash at full throttle.

If you use a push/pull switch, try this little bit of advice. Set it up so that pull is on and push is off. That way, if anything hits the tab during transport it will not turn the model on and discharge the batteries.

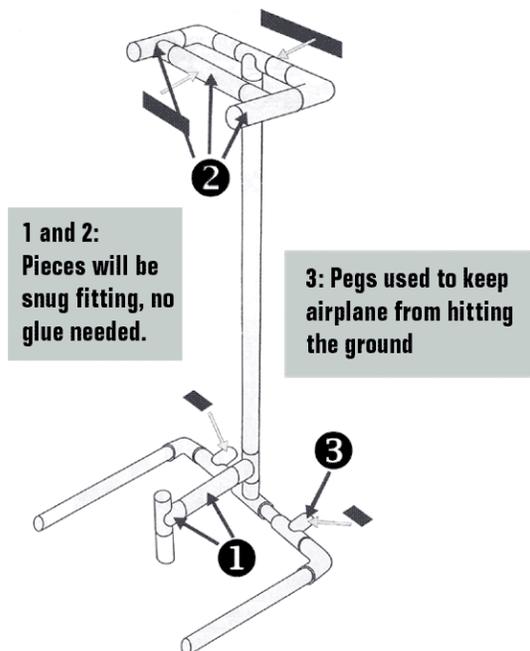
When flying I use a small piece of fuel tubing to hold the switch in the on position. Simply cut a small piece of fuel tubing about the length of the push/pull rod in the on position. Then cut the tubing lengthwise, and you can slip it over the rod.

When ready to power up your airplane, pull the rod out and slip the piece of tubing over the rod between the fuselage and the tip. This will prevent the rod from accidentally being pushed in during handling. This little lesson cost me my Ultra-Stick last summer when the model powered itself off in flight. Believe me there is nothing scarier than flying a model you can't control.

Need Vertical Storage?

by Ted Zaborski Millis Model Aircraft Club

If you have the need for vertical storage, then take a look at this cheap-and-easy vertical rack made from 3/4-inch PCV pipe, PCV fittings (Ts, 90-degree elbows, and end caps if desired). Elastic fabric or bungee cords for securing the aircraft and foam rubber for cushioning.



It will store your fuselage and wing conveniently while cutting down on hangar rash. It will also keep the front engine bearing lubricated.

*No measurements are included because size and shape will vary.

*Glue is toxic and flammable. Use in a well ventilated area.

Tools for Beginners

By Jim Kitchen Sierra Flyers

A beginner does not need a lot of fancy tools to do a good job. However, there are a few inexpensive tools that make life easier.

- X-acto blade and holder, usually a number 11 for most jobs.
- Coping saw.
- Razor saw to cut across grain and hardwood.
- T-pins. They come in three sizes, but generally the small and medium sizes are the most useful.
- 18-inch steel rule is very handy. If the rule tends to slip when using, try spraying with 3M-77 on the down side. Once dry, it acts as an antiskid.
- 90° plastic triangles: For squaring assemblies. (Video cassette boxes are square, will stand alone, and are very useful for holding two parts such as a horizontal and vertical stabilizer when assembling).
- Sandpaper: Aluminum oxide sandpaper is best. This is sold at auto paint stores, has a long life, and is often less expensive than what is found at hardware and model stores.
- Sanding blocks: Always use a sanding pad or block. Various lengths of suspended ceiling tile grid make good, light weight sanding blocks. (Use 3M-77 spray or rubber cement to attach sandpaper strips to a sanding block. Use a heat gun to loosen the adhesive when it must be replaced).