AMA Charter #3470
Club Newsletter December 2006

Club Information

President: Seth Nagy
Vice President: Brett Springall
Secretary/Treasurer: Shirley Teague
Safety Officer: Richard Hass
Field Marshall: Jack Adams, assistant Larry Smith
Intro Pilots: Seth Nagy, Ron Miller, & Brett Springall
Contest Committee Chairman: Mearle Hickman
Meeting Activity Coordinator: Chuck Wilkerson

A Note From The President

I want to thank everyone in the club for all your efforts. I feel grateful to have worked with such a good group of folks who have remained focused on the greater good of the Caldwell Club and RC flying. Soon Chuck Wilkerson will take over as President. Chuck will do a great job leading us through the next year. I sincerely hope you will support and help Chuck as much as you all have assisted me over the last two years. We have a great flying site and great members. Let's keep up the good work.

Sincerely – Seth

Next Meeting

Next meeting is Tuesday, December 19, 7:00 at the Lenoir Library. We are having a Christmas Party, so bring finger food and come on and enjoy. We will have some door prizes at this meeting. Be sure to try and attend. **Our annual membership year is January 1st – December 31. DUES ARE TO BE PAID NO LATER THAN January 30, 2007.**

Notes From The Last Meeting

We met at the Caldwell County Public Library in Lenoir with 13 members and 1 guest present. We welcome our newest member: Nicholas Temple. Our membership is now 37 members. Discussion on if we could use the chain link fence at the field. Seth checked it out and we can drive post 18" in the ground. This can provide a safety barrier at the field. Our Gold Leader Club material should be completed and mailed this month to AMA. Club members voted to continue the subscription of Model Aviation to Caldwell Community College for the next year. Date for our Annual Fly-in will be June 23, 2007. Mearle Hickman will be CD. WE have been asked to host a T-6 race for High Point at CAM field. CD will be Jay Marsh. Date to be announced and more details will be provided at a later date. Election of 2007 Officers was held by acclamation. They are listed below.
President: Chuck Wilkerson
Vice-President: Brett Springall
Secretary/Treasurer: Shirley Teague
Members watched a short VCR on "Hover Craft" by Justin Pearson and Bliss Teague brought a VCR of "I Fly Them, I Break Them, I Fix Them" with scenes from "Reinbeck Aerodrome" included.

New Members Address

Nicholas Temple
P.O. Box [redacted]
Granite Falls, N.C. 28630
(828) 396-[redacted]

Safety Issues

Flying RC planes is fun & exciting. However, they are potentially dangerous. Safety is everyone's responsibility. If you see something going on that is a concern it is your duty to speak up. If you are the one in question please be gracious when accepting constructive criticism. A few weeks ago I spoke up at the field about a safety concern to a pilot. In the end it all worked out fine, but make sure your comments are appropriate. Looking back on the incident I realized I could have probably relayed my concerns to the pilot in a more acceptable way. It is a good idea to review safety procedures from time to time. Being safe starts by developing safe habits.

Balsa Wood Information

(*preprinted from www.sigmfg.com*)
In selecting balsa sheets for use in your model, it is important to consider the way the grain runs through the sheet as well as the weight of the sheet. The grain direction actually controls the rigidity or flexibility of a balsa sheet more than the density does.
For example, if the sheet is cut from the log so that the tree's annular rings run across the thickness of the sheet (A-grain, tangent cut), then the sheet will be

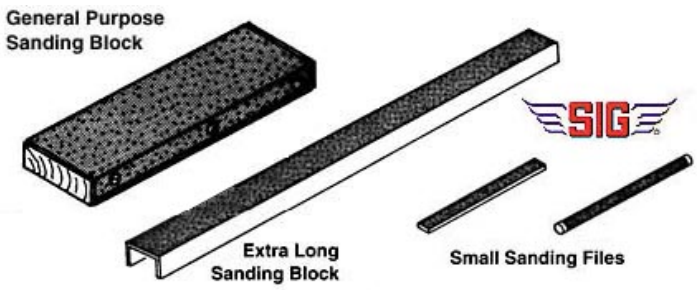
fairly flexible edge to edge. In fact, after soaking in water some tangent cut sheets can be completely rolled into a tube shape without splitting.
If on the other hand the sheet is cut with the annular rings running through the thickness of the sheet (C-grain, quarter grain), the sheet will be very rigid edge to edge and cannot be bent without splitting. When the grain direction is less clearly defined (B-grain, random cut), the sheet will have most intermediate properties between A and C grain.
Naturally, B-grain is the most common and is suitable for most jobs. The point to bear in mind is that whenever you come across pure A-grain or C-grain sheets, learn where to use them to take best advantage of their special characteristics.
A-GRAIN sheet balsa has long fibers that show up as long grain lines. It is very flexible across the sheet and bends around curves easily. Also warps easily. Sometimes called "tangent cut." DO use for sheet covering rounded fuselages and wing leading edges, planking fuselages, forming tubes, strong flexible spars, HL glider fuselages. DON'T use for sheet balsa wings or tail surfaces, flat fuselage sides, ribs, or formers.
B-GRAIN sheet balsa has some of the qualities of both type A and type C. Grain lines are shorter than type A, and it feels stiffer across the sheet. It is a general purpose sheet and can be used for many jobs. Sometimes called "random cut." DO use for flat fuselage sides, trailing edges, wing ribs, formers, planking gradual curves, wing leading edge sheeting. DON'T use where type A or type C will do a significantly better job.
C-GRAIN sheet balsa has a beautiful mottled appearance. It is very stiff across the sheet and spits easily. But when used properly, it helps to build the lightest, strongest models. Most warp resistant type. Sometimes called "quarter grain." DO use for sheet balsa wings and tails, flat fuselage sides, wing ribs, formers, trailing edges. Best type for HL glider wings and tails. DON'T use for curved planking, rounded fuselages, round tubes, HL glider fuselages, or wing spars.

Cutting & Shaping Balsa Wood

Balsa is a very "friendly" wood to work with - so light, so soft, so easily worked into so many things. You don't need heavy-duty power saws and sanders like you would if working with a hardwood. In fact, even with an extensive power shop at their disposal, the professional model builders here at the SIG factory find that they still rely primarily on 4 or 5 simple hand tools for the majority of their work. If you are just starting out in the model airplane hobby, here are the tools that they recommend you get: X-ACTO No. 1 knife with No. 11 blade for general cutting, X-ACTO No. 2 knife with No. 26 blade for carving, Razor saw for cutting thick sizes of wood and a Razor plane for shaping. A knife or razor blade will work well for cutting balsa sheets and sticks up to 3/16". Always keep replacement blades on hand - blades do wear our and a dull blade can make it impossible to do a good job.

Sanding Balsa Wood

In addition to the cutting tools, you will need an assortment of different size sanding blocks. These are indispensable tools for model construction. You can buy ready-made sanding blocks or make your own. The most often used general-purpose sanding block in our model shop is made simply by wrapping a full 9" x 11" sheet of sandpaper around a 3/4" x 3" x 11" hardwood or plywood block. Use three screws along one edge to hold the overlapped ends of the sandpaper in place. Use 80 grit garnet sandpaper on the block during general construction.
Another handy sanding block to have can be made by gluing 80 grit garnet sandpaper onto a 24" or 36" long piece of aluminum channel stock. Most hardware stores carry a rack of aluminum in various sizes and shapes. This long sanding block is very helpful for shaping leading and trailing edges, and other large pieces, accurately.
Last but not least, glue sandpaper onto different sizes of scrap plywood sticks and round hardwood dowels. These are handy for working in tight places and for careful shaping where a big sanding block is too hard to control.



Merry Christmas & Happy New Year !