



AMA Charter #3470
Club Newsletter January 2006

Club Information

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

A Note From The President

Big thing to think about this month is membership renewal! The dues are still the same; \$40 for a standard member, and youth & seniors are \$20. Please remit your funds to Shirley if you have not already done so and remember to pay AMA dues as well.

If you go flying during work hours, please thank the county maintenance folks at the landfill for fixing the broken hinge on our gate.

At the meeting on Wednesday we'll discuss the coming year, what activities we'll have and field improvements we will work on. We will need your suggestions and help during this process. We have come along way with the field and we still have more improvements that can be made.

Hope you will all be able to join us for our meeting (Wednesday, January 18). We'll meet at the same place, Captain's Galley in Granite Falls. Come at 6:00 to eat and 7:00 for the meeting. We'll have the raffle again this meeting since it was such a hit last month.

See you at the meeting.

Seth H. Nagy
President, CAM

MEMBERSHIP REMINDER:

It's that time again, Club Dues are due. You can mail them to Shirley if you need to. Make check out to Caldwell Aero Modelers and send to Shirley Teague 625-5th Ave. SW, Hickory, NC 28602.

If any member has corrections for their address, email or phone please let Shirley know.

Please when you sign up a New Member have them complete one of our application forms. Print or type information Please. Remember, forms are available for download from the website.

Notes from the last meeting

Seth ended our Club year with a presentation of a little history of our year. It was enjoyable to watch the activities of members preparing the landfill into a great flying site. Also pictures of the Fun fly event too. In all the program was a great thing to end our year with and was enjoyed by all 15 members and 5 guests that were present. Sorry everyone did not see and enjoy our fun and fellowship in December.

We also enjoyed door prizes and held a raffle. Thanks to Eddie Kiser's Hobby Shop and the other members for the donations that helped to make this possible.

Elections were held for officers for the new year. Our club officers remain unchanged from last year.

We decided who would be members of the board of directors. The board will be made up of the following members:

- Three Current officers:
- Last president - Ron Bachman
- Jim Holder
- James Burns
- George Herr
- Richard Hass

We are starting the new year out with 5 new members. Blake Honeycutt, Sherry Adams, William Bradshaw, Gary Pearson, and Justin Pearson

Up Coming Events

01/28, Burlington, NC-16th Annual BARKS Swap Shop

JUST FOR FUN From the Anoka County Radio Control Club, Coon Rapids MN



The Three Deadly Sins of RC Flying

by Jeff Procise from the Knox County Radio Control club, Knoxville TN

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose a airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several

models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

Improperly Located Center of Gravity

There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and one that's unmanageable in the air.

Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be

considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I don't remember precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG, be sure to check the CG with the tank empty. Finally, if your airplane has retractable landing gear (like the F4U Corsair) check the CG with the wheels up.

Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.

Flying With a Plan

by Bill Coombes from the Hi Sky RC Club, Midland TX

One of the benefits of flying Pattern competition (as it was called in the olden

days) was that it forced you to fly a predictable, recognizable sequence of maneuvers on every flight. In other words, it imposed some discipline in your flying, and it made you a better pilot.

Although I have not flown in competition in many years, I still try to remember the lessons I learned when I did compete. Every time I fly, I have a mental plan of what I want to accomplish during the flight.

When instructing school children, I've found that making them do repeated maneuvers allows them to move more quickly toward their first solo. They become disciplined fliers.

Planning Prevents the Airplane from Flying the Pilot

Watching pilots at our field and at my electric field of choice, I have seen guys who could be skilled fliers constantly chasing their airplanes through the sky until they find themselves disoriented and their airplanes at risk. They aren't flying with a plan, but rather the airplane is flying them.

With the Commemorative Air Force, I have participated in the hardest kind of flying to learn—formation. Believe me, discipline and a plan are the only things that prevent catastrophic accidents (besides a thorough briefing and an understanding of the flight formation rules). Guys who can fly an airplane well enough when alone suddenly discover a whole new set of skills necessary to master before they are safe in a formation.

I'm not advocating that all of us in the RC world rush out and become International Miniature Aerobatic Club (IMAC) pilots, but I am saying that flying each flight with a specific plan (like really round loops, or skillfully centering maneuvers in front of you, or a perfect landing pattern) will impose some meaning to your flying and you will become a safer, better pilot (and your airplane will last longer as well). With the high price of these Alfa warbirds that I am into right now, economy forces me to always fly with a plan.