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CAM

AMA Charter #3470
Club Newsletter February 2006

Club Information

President – Seth Nagy
Vice President – Brett Springall
Secretary/Treasurer – Shirley Teague
Safety Officers – Richard Hass, George Herr
Field Marshalls – Jack Adams, Larry Smith
Into Pilots:
Seth Nagy, Ron Miller, & Brett Springall

Up Coming Events

03/31-04/02, Fayetteville, NC - Piedmont Aeromodelers Spring Big Bird Fun Fly
05/06, Sanford, NC - 22nd Annual Joe Kitts Fly In
05/17~20, Woodruff, SC – Joe Nall

A Note From The President

I just returned from Perry, GA where there is that BIG swap meet. I really went to go see my brother in Atlanta and we just decided to drive down and check it out. We got there a little on the late side, but the event was huge. First building I went in there saw Ron Bachman. I made a quick tour of the first building and then went to the second building. There were tons of stuff to look at; scale stuff, big motors, small motors, new stuff, old stuff and then I saw something. It was a table with bundles of cut Styrofoam packaged together. I saw some pamphlets about RC Combat next to the bundles of foam. I introduced myself to the gentlemen behind the table. I met Lou Melancon behind the table, he was representing the Remote Control Combat Association (RCCA). They were selling a kit called the Georgia Gorilla for the Slow Survivable Combat (SSC). This is a newer combat class where the planes are powered by a .15 with a 8x3 prop. More info can be found on the RCCA site (www.rccombat.com) about SSC and other combat classes.

I don't know were all this combat stuff will lead, but I am interested in trying combat flying. I hope you are also pursuing what interests you. This is a great hobby, there are tons of folks out there in the greater RC community, willing to assist and learn form one another.

Until I see you next, take care of yourself.

Seth

Notes from the last meeting

Our attendance at the February Meeting was down we only had 10 members present and 1 guest. We hope all of you mark March 15th down and come to be with us.

We reviewed the Board of Directors meeting: Field Marshall will be Jack Adams and Larry Smith will be assisting. Safety Officer will be Richard Hass and George Herr will assist.

Brett is reprinting CAM's small Membership booklet with address and more info inside.

Some discussion on holding a Swap meet this year in Oct or Nov. More on this later.

Recommendation from the committee on the subject of Field Set up. After weighing the pro's and con's the members voted to leave our field as it is.

Discussion was heard on applying for AMA leader club status. We meet most of the requirements already, and only need to make some small changes to achieve gold status.

Plans for the 2nd Annual Blue Ridge Fly-In to be held on June 24th. Admission will be bring a stuffed Animal or pay a small fee to buy one. The animals will go to the Animals from Alex charity, which operates in memory of Bliss' and Shirley's grandson.

Bliss announced that AMA will have a Membership Meeting at Joe Nall in May.

For Sale / Trade

We have had some members request a section in the newsletter to list items for sale or trade. If you have anything you would like listed please let Brett know.

Windy Weather Flying

From the Middle Point RC Flyers, Murfreesboro TN by Clay Ramskill

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

Hints and Tips

T Pin Tech Tips

from *Looking Up* **Mike Reed, editor Ashland OR**

T pins come in three sizes and are perfect for building model airplanes. After repeated use, glue may build up on the pin. Use a butane lighter or mini-torch to burn the glue until it is reduced to ash. Then, wipe the pin with a tissue or cloth.

To keep T pins handy while building, place a small block of foam near your building board which has a good supply of these pins stuck into it. You can also attach this block of foam to your wrist with a Velcro strap to keep your pins extra handy.

Do you have permanent indentations from pushing these pins in with your fingers? Some companies now offer tools for setting and removing T pins. Check with your local hobby shop for details.

Canopy Tips

from *Tale Spins* **Ted Bozanich, editor Deadwood SD**

Some builders try to keep their sticky fingers off the canopy or try very harred to keep the platic from getting scratched. Don't worry about it! Sand the whole canopy down with 400 grit wet/dry sand paper, then mask it off from the rest of the plane. Now spray it with clear acrylic paint and it will look better than new.
Putting on a canopy can be a real challenge, but mixing some epoxy with micro balloons and building up an edge to set the canopy on will make the job much easier. Sand the edge to shape, then attach the canopy with CyA glue or epoxy. Now, smooth it out by sanding.

Epoxy

from *Valley City R/C Club Newsletter* **Carl Koehn, editor Parma Heights OH**

Did you ever have your six-minutes epoxy start setting up on you after one or two minutes? Epoxy manufacturers suggest that you mix your epoxy on a flat, wide open surface as opposed toa deep container. It seems that mixing epoxy in a deep container speeds up its chemical reaction time. If you still want to use a deep container, add a little alcohol (don't exceed 50%) to the epoxy to slow down setting time.

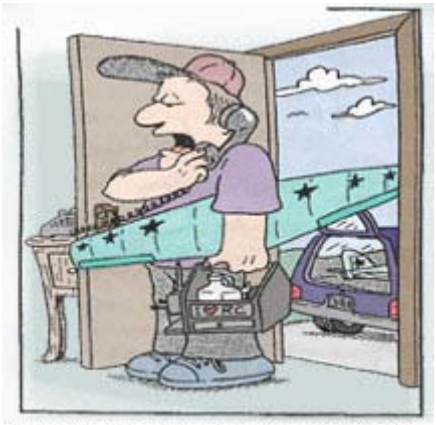
Hobby Knife Tip

from *The Eagle* **Michael Giroir, editor Harvest AL**

Next time you re using brightly colored self-adhesive trim strips, put a band around the handle of your hobby knife. It will make it easier to find and you are more likely to pick up the dull end. If you put a small piece of wood under the trim strip, it will keep the knife from rolling off the table and stabbing you in the foot.

JUST FOR FUN

From the Tucson Radio Control Club



"I won't be coming into the office today. I'll be out in the field doing research."