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CAM

AMA Charter #3470
Club Newsletter October 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

Greetings fellow modelers - Our next meeting will be indoors. We are going to meet in the Caldwell County Public Library in Lenoir. To get to the library from the flying field, go down the hill to HWY 321, turn right, go 5.2 miles, turn right at the traffic light on to Hospital Ave NE, go about 400 feet and the library is on the right. Use the lower entrance at the back of the building to enter the meeting room area. If you pass Wal-Mart on HWY 321 you've passed the turn on Hospital Ave. I am looking forward to trying this new location for our meetings. We will start the meeting at 7:00 PM. I think this new location will allow for education at the meetings. The meeting rooms are equipped with internet access, VCR, DVD, and television. If you have any questions about the location please e-mail or call me (612 0143). Look forward to seeing you Tuesday, October 17, 7:00 PM at the library.

Next Meeting

Don't forget, we have moved our meetings to the third Tuesday of the month, also we have moved meetings to the Lenoir Library. Next meeting is Tuesday, October 17, 7:00, at the Lenoir Library. Hope to see a good crowd this month.

Notes From The Last Meeting

We met at the flying field with eight members present and two guest. We would like to welcome our newest members, John" Chuck" and Zack Byrd. This brings our membership total to 34. Brett reviewed what club needing for our requirements on the AMA Gold Leader Membership. The AMA Safety Code was reviewed by Bliss Teague with members as one of our requirements for AMA Gold Leader Membership. We voted on and decided to go ahead with pilot stations. Thanks to Seth Nagy, Jack Adams, Brett Springall for donations for the materials for one each and Bliss Teague for two. Materials for stations will be $25.00 each. Chuck Wilkerson has volunteered to build them and furnish any other materials needed. Club Intro-Pilots have been busy working with Nicholas Temple and John and son Zack Byrd. And also Andrew Kunkle is flying on his own. We had discussion on adding more field tables. Some members are checking on price for materials. We voted on moving meetings to the Lenoir Library starting in October. We also discussed nominations for 2007 Officers, if you have someone you would like to nominate please do so at next meeting.

New Members Address

John" Chuck" and Zack Byrd
[redacted]
Hudson, N.C. 28638
[redacted]
Email: [redacted]

Just For Fun

Murphy's Laws Revisited

By Al Coelho
Murphy had some laws; here are some of Al's.
1. Law of mechanical repair: after your hands become coated with grease your nose will begin to itch or you'll have to go to the bathroom.
2. Law of tools: any tool, when dropped, will roll to the least accessible corner.
3. Law of probability: the probability of being watched is directly proportional to the stupidity of your act.
4. Law of the telephone: when you dial a wrong number, you never get a busy signal.
5. Law of the alibi: if you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
6. Law of lanes: if you change lanes in traffic, the one you were in will start to move faster than the one you are in now.
7. Law of likeability: as soon as you find a product that you really like, they will stop making it.

8. Law of close encounters: the probability of meeting someone you know increases when you are with someone you don't want to be seen with.
9. Law of the result: when you try to prove to someone that something won't work, it will.
10. Law of biomechanics: the severity of the itch is inversely proportional to the reach.
11. Law of carpets: the chances of an open-faced jam sandwich landing face down on a floor covering is directly correlated to the newness, color, and cost of the carpet.
12. Law of logical argument: anything is possible if you don't know what you are talking about.

Tips

COVERING

Covering can a lot of times be a very frustrating job, especially for the beginner. These tips won't make you a pro overnight, but using them will help make your covering jobs come out looking better than ever.

THE FINISH UNDER THE FINISH

One of the biggest reasons covering comes out looking less than satisfactory is because of what's underneath it. All that balsa and plywood that makes up your airplane! In order to allow your covering job to be the best it can be, you must start by making sure the airframe is sanded as smooth as possible. First start by sanding with 220 grit sandpaper, with a sanding block, and take off all of the high spots and excess glue . It is very important that you use a sanding block because it will keep everything straight and even. Second, fill in all of the voids, gaps, holes, imperfections, etc. using your favorite filler material. When this is completely dry, sand the filler smooth with 220 grit sandpaper and sanding block. This next step is very important. Sand everything again using 400 grit sandpaper and sanding block. This will completely smooth out any imperfections, getting rid of all the sanding marks left behind by the 220 grit paper.

When completed the surface should be very smooth to the touch. It's also a good idea to not only look at your work closely, but to also feel it with your fingers. Run your hands over the surface of the wing or fuse and feel for any irregularities. This will point out anything your eyes missed. The last step before covering is to get rid of all that sanding dust. Use a vacuum or air compressor to blow off the worst of the dust. Right before covering, use a tack cloth to remove the rest. Also make sure the area your covering in is dust free. If not, all the balsa dust lying on your workbench will somehow manage to migrate under your covering just before it's applied

BALANCING

As any pilot knows, balancing your airplane is one of the most important steps in preparation for that first and, if not properly done, maybe last flight. Everyone knows about having to balance your airplane on the "C.G." You either add weight to the nose or to the tail to achieve a slightly nose down attitude. You just can't stop there though, your airplane is still probably out of balance. Let me explain further.

How many times have you been out at the field, flying your new airplane, and it won't track straight. You land it, bring it in, and take a look at it. Everything looks straight, but it still won't track straight, and you sit there wondering what inhuman force is causing this. When this happens to you, ask yourself this question. "Did I balance the airplane laterally?" Lateral balancing of airplanes is just as important as anything else. If one wing tip is heavier than the other, your airplane will not miraculously make up for this. It will cause you fits by not tracking straight and making your airplane more prone to tip stalling. Because of the length of wings, a little weight, way out towards the tip, will make it way out of balance.

THE CURE

Begin by first balancing your airplane on the C.G., with the fuel tank empty. Use kite string or something similar and attach one length at the bottom, center of the rear of the fuselage, and one length onto the crankshaft of the engine. You will have to remove your prop and spinner. With two people pick up the airplane by the string. You will notice immediately if your airplane is laterally out of balance. One wing tip will drop. Add weight to the lighter wing tip until the airplane rests perfectly level when picked up. You will notice that because of the length of the wings that not much weight should be necessary. When you know exactly how much weight is needed, you can bury the weight in the wing and put a patch of covering over it.