



Club Information

President: *Brett Springall*
Vice President: *Seth Naav*
Secretary/Treasurer: *Shirlev Teague*
Safety Officer: *Richard Haas*
Field Marshall: *Jack Adams*
Assistant Field Marshall: *Larry Smith*
Intro Pilots: *Seth Naav, Vic Welland,*
& David Bentley

A Note From The President

It has been a pleasure serving as president for the past few months, even though I have not been able to participate in meetings and activities as much as I would have liked. I look forward to serving as Secretary/Treasurer next year, along with the new club officers. I hope that next year will see further growth for our club and that we will be able to implement more field improvements as has been discussed throughout this year.

At the next meeting we will have our annual Christmas gathering. Everyone is invited along with their families. I hope to see many members there for this time of fellowship and celebration. Club business will be kept to a minimum to ensure that we have plenty of time to eat and socialize. Thank you for selecting me as your club president in 2007, and as secretary/treasurer for 2008.

Brett,

President – CAM

Next Meeting

The next club meeting is Tuesday, December, 18, 7:00 pm at the Caldwell County Public Library in Lenoir.

This meeting is our annual Family Christmas Party.

Notes from November meeting:

Monthly meeting was held at the Caldwell County Public Library in Lenoir at 7:00pm. Brett Springall, President, presided. Fifteen persons attended, including 3 guests.

Minutes of the October meeting were approved by all in attendance.

Treasurer's report was presented by Bliss Teague in the absence of Shirlev Teague, who could not attend the meeting. Treasurer's report indicates a balance of \$679.25.

Officer elections were held. All attendees voted in favor of the 2008 officers as slated in the October minutes.

CAM Officers for 2008 were elected as follows:

President: Seth Nagv
Vice-President: Don Bourdon
Secretary-Treasurer: Brett Springall
Board of Directors: Richard Haas, Jack Adams, Gary Pearson, Will Bradshaw (plus our elected officers)

Field repairs were discussed. On the topic of fence building, Jack Adams suggested that moisture in the ground will make fence post installation much easier. Ron Miller suggested we table discussion of fence building until January or later.

Pilot stations are in need of repair. Club needs 40-50 feet of fencing for four pilot stations. Ron said he may have coated chicken wire to complete the job.

A possible indoor fly-in was proposed by Brett. Club will check into possible fly-in sites, then decide date & flying fee, etc.

Jackie Nagy noted there were three guests present at tonight's meeting: David Huggins, Ben Proffit & Jenna Proffit. David & Ben are interested in joining the Club.

Brett noted our December meeting will be a Christmas party. All members & their families are invited to attend. Please bring a party food and/or beverage to share with everyone. Brett has the party sign-up sheet if you have questions about what to bring.

Meeting was adjourned at 7:25pm. Afterwards, Brett held a brief Show & Tell session demonstrating his Blade CX helicopter.

Next meeting will be held at the Caldwell County Public Library in Lenoir on December 18, 2007 at 7:00pm.

Please remember to bring your families and a Christmas dish/snack and/or beverage.

(Minutes taken by Jackie Nagy in the absence of Shirley Teague.)

Glow Plug Problems

Today's glow plugs are well made products and they should give you good service. Although the life of a glow plug is unpredictable, you should reasonably expect a dozen or more flights out of one. It's always best to follow the manufacturer's specific glow plug recommendations, but if you have an engine that seems to eat glow plugs, the probability is that it is suffering from one of the following three causes:

Overheating: A glow plug coil will melt if it gets too hot. Reasons why this happens vary. Sometimes the combination of running an engine wide open with a lean setting before you take the glow plug heater off is too much for the element. Quite often people use a power panel which has a built-in surge feature, which sometimes results in a momentary over-voltage to the plug when the power is first switched on. When a glow plug fails because of overheating, the end of the element wire has a tear drop shape at the break. Sometimes a microscope is needed to see this affect.

Vibration: If the engine is soft mounted the element is shaken from side to side with tremendous force. This literally fatigues the metal until it breaks. When you look at the end of the element wire break through a microscope it has a jagged, rough type appearance. The only solution is to increase the rigidity of your engine mount.

Shockwave: Most model engines use a steel or brass liner mounted on top of a cast aluminum case. As the engine gets older, the liner flange works its way down into the case and lowers the head with it. When the piston clearance gets too low the increase in compression forces air out of the squish band area with supersonic velocity and the action on the glow plug elements is like when a jet plane zooms over your house and knocks out the windows. The cure here is to raise the head with another head gasket.

Less often reasons why glow plugs sometime fail are:

Cranking the engine when it's flooded sprays raw fuel onto the plug and the droplets beat the element over to the side of the housing where it shorts out.

Another problem that occasionally occurs is that engines sometimes wear abnormally, causing a crankshaft to crack, bearings to fail, or a connecting rod to chew metal off the crank pin. Of course, when this metal goes up and deposits on the plug element, the plug burns out.

From the Camarillo Flying Circus, Camarillo, California