

Hello CAM members, our monthly newsletter is attached.

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AMA Charter #3470

**Sep 15, 2020**

**RC Club Information**

President: Chris Roberts

Vice President: Terry Gilliland

Secretary: Owen Dwire

Treasurer: Tom Withem

Safety Officer: Terry Gilliland (Interim)

Field Marshall: Bob Wyckoff

Intro Pilots: Chris Roberts, Seth Nagy, Vic Welland

Contest Chairman: Vic Welland, Don Bourdon, Terry Gilliland

Activity Coordinator: Terry Gilliland

Web: Chris Roberts

**Typical Meeting Agenda**

Welcome

Approve Agenda

New member applications

Reports

Field Officer

Safety Officer

Intro Pilots report

Treasurer's report

Old Business

New Business

Auction / Show & Tell  
Q & A

**September's Meeting Minutes**

Jeff Simek (Pinch hitting for Owen)

CAM September 15, 2020 Meeting Notes:

Chris called the meeting to order at 7:02 p.m.

Those attending waived reading of the August minutes; minutes were accepted without objection.

Guests/perspective new members:

Doug introduced James Kelly, who has an interest in flying model planes. Club members welcomed James and assured that the club had a "buddy box" that could be used to assist in training and provided some encouragement.

Field Report:

Field looks good. Some of the white tape is pulling up along the runway and will be addressed potentially with tape that is in storage.

Safety Report:

Terry accepted an appointment as interim Safety Officer, taking over for Butch; the interim appointment will run through the end of the year.

Intro Pilot Report:

Nothing new to report.

Treasurer's Report:

All is well. Current balance \$2,068.72. Recent expenses included lawn mowing (twice); and annual expense of renewing the club website. The club currently has 26 paid members.

Old Business:

The September 26th Fly-In will be a charity event that begins at 9 a.m. The group agreed with a unanimous vote that monies raised would be donated to the

College Avenue Soup Kitchen.

There is an expectation that a flyer from the Statesville club may bring a 12-foot Cub.

#### New Business:

This was the final Tuesday evening meeting of the season. The winter CAM meetings will be held on the third Sunday of the month, starting October 18 starting at 2 p.m.

#### Officer Update:

Officer Elections are upcoming.

Owen has agreed to chair a "nominations" committee. Terry and Vic have agreed to join Owen on the committee.

Anybody with interest is encouraged to reach out to any member of the Nominations Committee to express interest. Chris will send an e-mail to all members of the club to raise awareness of officer nominations and elections.

Bob has volunteered to take over as Treasurer from Tom in 2021 (unless there are other nominees). The club will need a President, Vice President, Secretary and Safety Officer (along with Treasurer) for the coming year.

#### Upcoming Events:

September 19 -- Rivers Edge, Wilksboro

September 26 CAM Fly-In. (Conflicts with a Hunters Ridge Soaring event on the same day)

Meeting adjourned at 7:20 p.m.

#### Show and Tell:

Tom brought two "vintage" soaring plane models, inspired by a company founded in Germany in 1927 by Alexander Schleicher and remains in operation to this day. (More information on the company follows below.)

Tom brought one model copied from the ASK 14 model (details below). The original plane featured a 25-horsepower motor with a 2-gallon gas tank located right behind the pilot. The motor required a "pull start" similar to a lawnmower, Tom said.

The second glider was an ASW 17. This was an updated glider produced by the company in the early 1970s (details below).

One of the 50-plus-year-old sailplane models took to the sky before the meeting started.

Here's more information....

The company was founded in 1927 by [Alexander Schleicher](#) using money that he had won as a pilot in a [gliding](#) competition. It grew quickly in size and fame, producing many notable designs including the *Anfänger* ("Beginner"), *Zögling* ("Student"), *Professor*, *Mannheim*, and the *Stadt Frankfurt* (*City of Frankfurt*).

Meanwhile, the aircraft produced under contract by the company continued to grow in size and complexity, reaching their pinnacle with the [DFS Rhönadler](#) (*Rhön eagle*) and [DFS Rhönbussard](#) (*Rhön buzzard*) designed by [Hans Jacobs](#), and a huge, three-seat experimental glider built from a design by [Alexander Lippisch](#) for the [Deutsche Forschungsanstalt für Segelflug](#) (DFS - German Research Institute for Sailplane Flight).

## ASK14

The ASK 14 was developed as a low-wing motorized version of the [Schleicher Ka 6E](#). The powerplant is a 19 kW (25 hp) [Hirth F10 K19](#) four-cylinder, [two-stroke](#) engine, made by [Hirth](#) and driving a fully feathering [propeller](#).<sup>[1][2]</sup>

The aircraft is built from wood and covered with doped [aircraft fabric covering](#). The 14.4 m (47.2 ft) span wing employs a [NACA 63-618](#) [airfoil](#) at the [wing root](#) transitioning to a NACA 63-615 section at the [wing tip](#) and features [spoilers](#). The monowheel [landing gear](#) is retractable. The [cockpit](#) is covered by a [bubble canopy](#) that gives all-around visibility.<sup>[1][2]</sup>

In July 2011 there were still eight ASK 14s registered with the FAA in the US, two with the UK Civil Aviation Authority and one registered with Transport Canada.

### General characteristics

- **Crew:** one
- **Wingspan:** 14.4 m (47 ft 3 in)
- **Wing area:** 12.68 m<sup>2</sup> (136.5 sq ft)
- **Aspect ratio:** 16.8:1
- **Airfoil:** root: [NACA 63-618](#), tip: [NACA 63-615](#)
- **Empty weight:** 245 kg (540 lb)
- **Gross weight:** 360 kg (794 lb)
- **Powerplant:** 1 × [Hirth F10 K19](#) four cylinder, [two-stroke](#), 19 kW (25 hp)
- **Propellers:** 2-bladed fully feathering

### Performance

- **Maximum glide ratio:** 29:1 at 81 km/h (50 mph)
- **Rate of sink:** 0.75 m/s (148 ft/min) at 72 km/h (45 mph)
- **Wing loading:** 28.6 kg/m<sup>2</sup> (5.9 lb/sq ft)

## ASW17

The ASW 17 was designed by [Gerhard Waibel](#), supposedly as a development of the [Schleicher ASW 12](#), but was an entirely new design. The wing is in four sections. The camber-changing flaps are connected to the ailerons. It has [Schempp-Hirth](#) airbrakes plus an optional tail parachute. It first flew on 17 July 1971 and 55 were built before production stopped in 1976.

ASW 17s came second in the [World Gliding Championships](#) in 1972, third in 1974. [George Lee](#) won in 1976 and in 1978 in an ASW 17. [Hans-Werner Grosse](#) broke several world records in his ASW 17 including: the record goal flight at 1,231 km in 1974, the triangular distance record 1,063 km in 1977 and then again at 1,306.9 km, and the 1,250 km speed triangle at 133.24 km/h in 1980. [Karl Striedeck](#) broke another record by a flight of 1,634.7 km out and return in 1977 in an ASW 17.

### General characteristics

- **Crew:** One
- **Capacity:** 100 kg (220 lb) water ballast
- **Length:** 7.55 m (24 ft 9 in)
- **Wingspan:** 20.00 m (65 ft 7 in)
- **Height:** 1.86 m (6 ft 1 in)
- **Wing area:** 14.8 m<sup>2</sup> (159 sq ft)
- **Aspect ratio:** 27
- **Airfoil:** Root: Wortmann FX 62-K-131 thickened to 14.4% Mid: FX 62-K-131 Tip: FX 60-126
- **Empty weight:** 415 kg (913 lb)
- **Gross weight:** 610 kg (1,340 lb)

#### **Performance**

- **Maximum speed:** 250 km/h (135 mph, 117 kn)
- **Maximum glide ratio:** 48
- **Rate of sink:** 0.49 m/s (96 ft/min)

#### **NEXT MEETING INFO:**

**October 18th, starting at 2 PM**

**1200 Drag Strip Road  
Hudson, NC, 28638**

Caldwell Aeromodelers  
<http://www.caldwellaeromodelers.com/>

Owen Dwire - Secretary

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