



Deadstick Landings

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Web Site: www.rcflyer.org



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What's Inside.....

Glider Flying.....page 2
 Seamaster IIpage 3.4
 Midwest Essence Sailplane.....page 4

Please note the list of 2009 Officers on the left side of the page.
The President, Treasurer and Safety Officer have changed this year.
Thanks to Frank Bedard for serving as President for several years!!

Indoor Flying – January Schedule

Note Schedule Change

Indoor flying at the Garrett/Schenck School Gym in Anson on the 2nd and 4th Fridays of January, the 9th and 23rd. Rubber and small electric powered models.

Indoor Flying Report

The indoor sessions have become quite popular with both FCAM and KVMA members attending. I think the small electrics have contributed to these sessions. There are now six flyers (Roland is the latest!!) with Vapors and we have had up to five in the air at once. Gets quite interesting! Even midair events don't seem to hurt these light planes! Rubber flying is still going strong and a small group of us fly 3D planes (or try!) and that can be a challenge – at least for me! Talk about your knees knocking!

The Friday flying is popular as no one has to go to work the next day. However, we will take whatever day we can get and feel very fortunate to have an indoor facility that we can use during these winter months.

~~ Joe

NO Meetings in December and January

******* Next Meeting *******

Tuesday, February 24 at 7pm

Date subject to change due to Indoor Schedule
 Indoor Meeting at Garrett/Schenck School - Anson
 Held in conjunction with the Indoor Flying Session

FCAM 2009 Event Schedule

Feb 24 Meeting – Anson (tentative)
 March 24 Meeting – Anson (tentative)
 April 28 Meeting – Anson (tentative)
 May ?? Madison “Spring Fest”
 Model Display/Demo
 May 9 Club Fly-in – Pease Field
 May 23 Club Fly-in / Meeting -
 Whispering Pines
 June 13 Float Fly – Lily Pond
 June 27 Club Fly-in / Meeting –
 Whispering Pines
 July 11 Club Fly-in - Pease Field
 July 18 Float Fly – Lily Pond
 July 25 Club Fly-in / Meeting –
 Whispering Pines
 August ? & ? RC Display & Demo
 Norridgewock Airport
 Aug 8 Float Fly – Lily Pond
 Aug 15 Club Fly-In Pease Field
 Aug ?? Meeting / RC Display &
 Demo at Sugarloaf Regional Airport
 Aug 29 Club Fly-in – Whispering
 Pines
 Sept 5 Club Fly-in - Pease Field
 Sept 19 Club Fly-in & Picnic –
 Whispering Pines
 Sept 26 Club Fly-in / Meeting – Pease
 Oct 10 Float Fly – Lily Pond
 Oct 24 Club Fly-in – Whispering
 Pines
 Oct 25 Meeting – Anson
 Nov 7 Club Fly-in – Whispering Pines
 Nov 29 Meeting & Election - Anson
 Dec 5 Snow Fly – Whispering Pines

Event Cancellation

Should an event be canceled due to weather, it will be held the following day, Sunday.

Bob Chapman's Kadet Sr. Glider Launch System

At a recent Indoor Flying session, Bob brought his Kadet and his glider cradle for review by the members present. Bob has since worked out the bugs and has had many successful launches.

On Nov. 30, he brought the Kadet and one of his gliders to the KVMA field and we had a great time taking turns flying the glider back to the field after launch.

I enjoyed this new experience so much I took the Goldberg “Gentle Lady” I had purchased from another modeler about three years ago and did the needed repairs and got it ready for test flights.

Bob brought the Kadet back to KVMA on Dec 6 so I could try my 'Lady! Lost track of how many launches we had – either 9 or 10. What a blast! The system worked just fine as did my glider. Paul Flohn timed the flights and Bob figures that after about 30 seconds of climb, he can release the glider at a height that is at least equal to a high start system. Another 30 seconds and the Kadet is back on the ground ready to load the next plane for launch.

We are starting to see interest in more of this flying activity after his test flights. Presently, Bob, Art, Wayne, Matt, Roland, and I have gliders and hope other members will be interested in this fun aspect of the hobby.

I am building a second glider from a kit purchased from Art. A Midwest Essence. Also, Wayne is constructing a launch cradle for his “Ole Weird Harold” so we will have a couple of launch vehicles. A rumor exists that Bob is building a wing and cradle for Roland's Kadet Sr.

One nice thing about these gliders is the very low cost to put one in the air. I've seen the price of a 2 meter ARF as low as \$50.00. All you then need is two standard servos, battery, and receiver.

(more photos on the web site)

~~ Joe



Matt Dyer Photo

Seamaster II

Art Aube is building five Seamaster II seaplanes this fall/winter. The Seamaster II is another design of Ken Willard of Seamaster and Drake fame. Four are already taken by Art, Roland, Dave Kenyon, and myself. Mine will be the only electric version. At least of the four already called for! Four have a sheeted foam wing and one will have a built up wing – slightly lighter than the sheeted version. And Dave's will have landing gear for land use only.

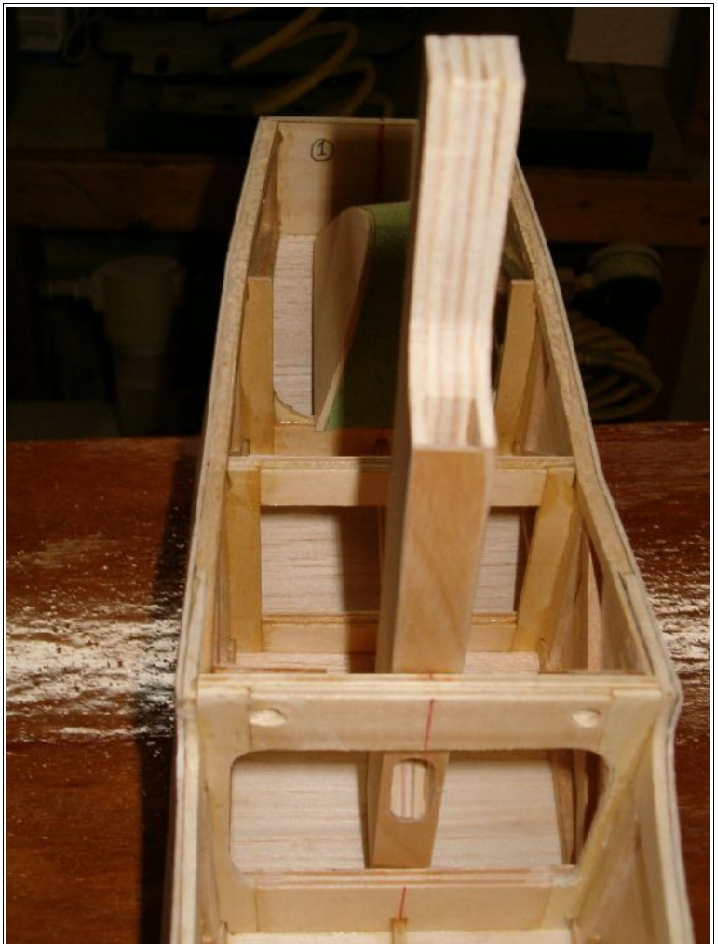
~ Joe

Some reports from Art.....

“Now that the wings have been mated to the fuselages, I am now proceeding to construction of eng/mot. pylons. Took pics this morning of the various phases of construction. Pylon is made up of five pieces of light ply, with three having grain running up and down and two cross grain. These are weighted down with about 9# of lead to bond the epoxy. My design allows for a 3/8" x 7/16" space in the rear of the pylon to pass motor and/or servo wires. The rear opening is then capped with a piece of 1/32" aircraft plywood. I also included a photo with pylon temporarily in place on Joe's aircraft to show you how it will look. The one completed (up to this point) pylon weighs 1.3oz (36gr.)”



I thought long and hard about how I was going to build the pylons. I was looking for strength and lightness. The hardwood one they show on the plan is overkill in my opinion. I had mentioned to Joe that laminations of aircraft and light ply would suffice. Then I decided to go with cross laminated light ply. The darned thing is strong and light. I am certain that it will handle the pounding of a .25 very well. While you guys are chilling out gliding flyers, I remain in my warm workshop.”



“I have worked on this for the past two days, trying to figure out how and where to put things, so nothing gets in the way of operation. The mount pictured is mine, not that I want my plane ready first, but if an error is made I won't repeat it on the other mounts. This set up will work. I even tried the throttle and there is no interference with the cable. The cable works okay with minimal flexing, but I think that tinning it will solve that very minor problem.”

I put a 4oz. tank on, which is what I had on the Goose, in fact the engine is one of the two I had on it. That tank will give 10 to 11plus minutes of flying time. I think a six ounce one will not crowd the tank/servo platform too much.

NO ONE, except Joe, will have tank/engine fairings. Way too much work making a mold, etc. Besides, ABS is not light. Most importantly, I like to see whether I have any Red Max left. So there you have it."

Monsieur A



Joe's Midwest 2M Essence Sailplane

This is a kit I purchased from Art's Hobbies. It is all framed up and the fuselage and tail group are covered and servos installed. Still need to do some sanding on the wing.

Then all that remains is to install the remaining electronics.

I elected to build the V-Tail version. It comes with plans for both but you have to supply some balsa for the V-Tail option.

Looking forward to finishing and test flying this sailplane.

~ Joe

