

FCAM 2007**Event Schedule**

Feb 25 Meeting - Anson

March 25 Meeting - Anson

April 29 Meeting - Anson

May 5 Madison "Spring Fest" Model Display/Demo

May 12 Fun Fly – Whispering Pines

May 26 Fun Fly / Meeting - Sugarloaf Airport

June 9 Float Fly – Lily Pond

June 23 Fun Fly / Meeting – Whispering Pines

July 14 Fun Fly - Pease Field

July 28 Fun Fly / Meeting – Whispering Pines

August 4 & 5 RC Display & Demo Norridgewock Airport

Aug 11 Float Fly – Lily Pond

Aug 18 Fun Fly – Sugarloaf Airport

Sept 8 Fun Fly & Picnic – Whispering Pines

Sept 15 Fun Fly – Pease Field

Sept 29 Fun Fly / Meeting – Whispering Pines

Oct 6 Fun Fly – Pease Field

Oct 13 Float Fly – Lily Pond

Oct 27 Fun Fly – Whispering Pines

Nov 10 Fun Fly – Whispering Pines

Nov 25 Meeting & Election - Anson

Dec 8 Snow Fly – Whispering Pines

Event Cancellation:

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

Lily Pond Float Fly – August 11

All the weather forecasts I had read this past week pointed to a great Saturday, weather wise. When I awoke on Saturday morning it appeared that the forecasts had been correct. completing my morning ablution, I crammed (literally) my Goose and Lakemaster, along with all the other paraphernalia needed to fly models, in my small car and anxiously headed for Lily Pond. I arrived around 7:45am to find Joe G already there. He informed me that he had arrived about a half hour earlier and had already taken two flights off the glassy-surfaced pond. Gawd, it was beautiful out. Not a breath of wind.

I put the Goose together for a flight as I wanted Joe to get a good shot of it flying on a close pass. Got the engines fired up and taxied out for a takeoff. On the first takeoff run I caught a tip float and the plane slewed around and the right tip float departed the wing. I taxied back and made a careful takeoff. I made several passes and Joe got the shots I wanted. I quickly decided to bring the plane in for a landing as I was having a difficult time making right turns. Apparently the left tip float that remained on the wing was causing excessive drag and consequently, the problem in turning. The landing was a bit less than graceful but she was down and the engines were still purring along. Deep down I knew that one or both of those tip float was going to break off at some point. I procrastinated (as usual) in putting some wire bracings to hold the floats more rigidly, like the REAL Goose. Live and learn.

Within an hour we had a total of eleven FCAM and KVMA members present. Joe G., Art A., Bob C., Rollie W., Matt D., Wayne W., Dick L., Ken and Richard F., Frank B., and Terry Libby. These brought a total of sixteen float and seaplane models.

A lot of flying took place and a few models got broken, but none seriously. Some had engine problems, even the electrics had a minor problem.

I personally put up six flights in the course of the day, Most had an equal or greater number of flights. There was always one to four models in the air. A very busy flying day.

We were treated to a duel between an engined-powered Drake and one powered by electrons. I personally felt that the engined Drake made its presence known by the wonderful sound it made. I couldn't tell whether the electric Drake was even flying or where it was in the sky over Lily Pond. Of course this is my opinion. The "Boys who make no noise" crowd have a different version of the outcome.

Many attempts at doing 'water rudder touches' were made, some successfully. I believe that Rollie was inducted into that exclusive club. You only have to do it once to qualify before some very critical judges.

It was a superior day, capped off by the grill-masters serving of dogs and burgers. By 1:30pm, all the flyers had departed, leaving the pond and its water vegetation to recover until next time

According to the FCAM events calendar, we do not officially visit Lily Pond until Oct. Ouch! that's a too-long wait. Suggestions?

Monsieur A

editors note: Bob Chapman also joined the "Water Rudder Only" club with a Float Plane.

SECRETARY'S REPORT
Of meeting held August 18, 2007

Meeting held at Carrabassett Valley Airport and called to order by Secretary Aubé at 12:40 with six members present.

Secretary's report of previous meeting was accepted as published in newsletter.
Treasurer's report accepted as read.

Pease field need its annual mowing. As agreed to with field's owner as a requirement for its continued use. Aubé had contacted Jim Adley who was willing to let us use his tractor and bushhog for the job. He needs to know when mowing will take place.
Bob Hines will contact. Work will take place on Saturday the 28th. Asked that members be willing to help relieve tractor drivers and to bring chainsaws and weed whackers.

The e-mail addresses of three of our club members are not valid. Until correct addresses obtained, the newsletter will be mailed to them.

Motion by Gilbert, second by Hines to reimburse Frank Bedard for newsletter mailing expenses. Motion passed.

Meeting adjourned 12:50pm

Respectfully submitted
Arthur J. Aubé, Secretary

Carrabasset Valley Summer Fest

This years event was held under a very dark sky with quite substantial winds but a few members did show for the airplane and flying demo. As I remember the following members were in attendance at one time or another. Dick L., Art A., Joe G., Bob H., Darrell E., Tom K., and Dean C. I hope I didn't forget anyone – if so, sorry.

Due to the weather, only a few spectators showed to see a model aircraft flight and we did oblige regardless of the wind conditions. I flew the Lil' Banchee – a 16 oz electric – for three demo flights and Dick put up his glow powered plane for another. I only flew my plane as I could easily land in the tall grass! We also had a number of models on display.

Once the rain started, we moved into a hanger and had hot dogs for lunch. All in all, a good time was had by those attending.

Joe



Pease "Field" Day

Our annual Pease "Field" Day was held on Sept 25 and the member turnout was nothing short of exceptional this year, according to President Frank Bedard. The following members were in attendance at one time or another: Frank B., Wayne W., Darrell E., Bob H., Ken F. & Son, Jim A. & Son, Art A., Glen N., Tom K., Pete P. and Joe G. Everyone helped with one or more activities needed to put the field into shape. Two large tractors started the day mowing but one of those was having engine trouble by late morning so the mowing was completed with only Frank's and the smaller garden tractor used to mow the runway.



We took a break for lunch but for some reason, the hot dogs were missing! Pete made another trip to the local store for those items – his earlier trip retrieved a couple cases of bottled water as the day was very hot and humid. I had to leave shortly after lunch but Art told me later that everything was completed and members even got in a few flights.

Joe



Night Flying by Ken Fenner

We all have our dreams of things we would like to do. Sometimes we push on and fill those dreams, here's the the story of one such event;

Wed 8/22/07 Richard and I go down to Whispering Pines a few minutes later Wayne White pulls in too. What you ylying tonight? I ask and here the story unfolds. Well, he says I have always wanted to try Night Flying and I saw these lights in a catalog and got interested and decided to give it a go. He got out an old aircraft we have all seen "OleWeird Harold" with strings of red green and yellow lights. over top and underneath the wings were green and red in the right place that's red for port(left) green for starboard(right) the yellow along the top of fuselage and around the stab and rudder.

cont

As we set up Brian Pomerlow, Wayne McLaghlin and Glen Norton arrived. By this time the wind had dropped as we all hoped and we put up a good few flights (no mishaps even).

One of the concerns that Wayne had and one of the reasons he chose this aircraft was that the wires might interfere with the airflow and lift on the wing a quick check flight soon put those fears to rest. On that large wing with plenty of lift it seemed to pose no problems.

We flew on, he with a 3D electric waiting for dark to come down. Wayne McL, being the last to quit how he saw his aircraft at times was beyond me!! And now it was time for the light show whilst not full dark with quite a glow from over Roy's house, Wayne switched on the lights and took off for a trial run while he could at least see the aircraft.

In the twilight against the dark clouds away from the sun all was fine but in the light sky they could not really be seen. Happy with that he decided to land and wait for twenty minutes to half hour for Better light!!!!

Well we all stood around in the cold evening talking about E-Bay, Motors, Royal Kits and Things as important as that until the time finally arrived.

Wayne fired up the lights, motor and took off. And man you could really see those lights, Head on you would see two bars of lights on each wing(one top and bottom) and a portion of the yellow tail light. From the side you would see a wing light and the tail outlined, going away you again would see the wing and tail, At NO TIME did I lose sight or not Know which way Wayne was flying he buzzed around real happy in that smooth Wayne way, Touch and go's even seemed no problem. All in all I would say it was a very successful event and all credit to Wayne for trying. He bought it in for a perfect touch down and was busy fiddling around when a cold Richard and I left.

A few thoughts of my own! What if this thing really takes off! We may have as many people at a night fly as we do an impromptu Float fly, Lights buzzing around the sky at night we could be the next Area 51. Next as Wayne said "Wonder if we could get Roy to spring for Runway lights?" Maybe what we need is just a few lights to mark the ends and center, I remember when parachuting at night knowing where the ground actually is was important!! We all know it is there But How far away?? Any Ideas any one?.And how about a redundant system? If the main lights had failed even our Wayne "MAY" have had trouble landing on instinct, motor noise, and adrenalin. He did say in that event "I'll just switch of the transmitter and go home" But I have to say it looks like fun and when I can "run" a little better I might give it a go.

Ken "the alien" Fenner

Art's Goose and Joe's Nexstar on slow flybys.....

