



Deadstick Landings

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Upcoming Events

September 6 – Pease Field – Mowing & Fly-In

September 13 – Club Fly-In and Annual Picnic – Whispering Pines
 This is a great event and the ladies attend also.
 (Please check with Art on food – and other needed things)

September 20 – Lily Pond Float Fly (Just added!)



Art and Dick at our display table

Welcome to new member
 Claude Pepin – Coplin Plantation

***** **Next Meeting** *****
September 27
 Club Fly-In and Meeting – Pease Field

**FCAM 2008
Event Schedule**

Feb 24 Meeting - Anson

March 23 Meeting - Anson

April 27 Meeting - Anson

May 10 Madison "Spring Fest"
Model Display/Demo

May 10 Club Fly-in – Pease Field

May 24 Club Fly-in / Meeting -
Whispering Pines

June 14 Float Fly – Lily Pond

June 28 Club Fly-in / Meeting –
Whispering Pines

July 12 Club Fly-in - Pease Field

July 26 Club Fly-in / Meeting –
Whispering Pines

August 2 & 3 RC Display & Demo
Norridgewock Airport

Aug 9 Float Fly – Lily Pond

Aug 23 Club Fly-in – Whispering
Pines

Sept 6 Club Fly-in - Pease Field

Sept 13 Club Fly-in & Picnic –
Whispering Pines

Sept 27 Club Fly-in / Meeting – Pease

Oct 11 Float Fly – Lily Pond

Oct 25 Club Fly-in – Whispering
Pines

Oct 26 Meeting – Anson

Nov 8 Club Fly-in – Whispering Pines

Nov 30 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.

Art Aube's Lakemaster

Most modelers could give less than a crap when their plane is destroyed, they simply give up the hobby or buy another model. The Lakemaster was special to me. I designed most of it, except for the bottom hull shape and moments. I liked the Laker tail shape and stab location, so used that, I also changed the airfoil from fully symmetrical to semi-symmetrical. I also opted for a foam wing with washout rather than a built-up one. I started the designing and construction on Feb. 2, 2002 and completed the model on May 10, 2002. It's original weight was 6# 2oz. It's first flights were at Pease Pond in Dryden where Bill Noble (FCAM member) had access to the pond and allowed FCAM to hold their float flys there. I had countless flights with the plane. It handled my sometimes clumsy flight commands real well. I shall build another, with some further modifications.

I checked out the debris when I got home. Surprisingly, the foam wing sustained little damage and probably will be used on the new model. Also surprisingly, was that the radio worked after some sun drying. The receiver was in a plastic baggie and well tied, so had little water contact. Apparently the fin post below the elevator succumbed, although still attached moved sideways enough to give some erratic control. This occurred on the second roll that I was doing at the time. Looking into the rear portion I found some mushy balsa. I had used hard 1/4 x 1/2 balsa on the fin post, but years of water and fuel seepage through the elevator horn settled down the post and did a number on it. One mistake I made in designing was to build up the stab/rudder structure, thinking I would save on weight. When it came time to balance the plane I had to move the engine forward and still add much weight to the nose. My next model will have SOLID balsa for the fin/rudder and stab/elevator setup.

No matter how well you think you have sealed up your model, water seepage is inevitable in areas where you can't dry it out or where you have failed to properly sealed the wood. I think Joe G and Paul Flohn have both had eventual water soaking damage on their Seamasters, especially in the tail section.

On the new plane, I will not change the aerodynamics, but some of the construction will be changed. I will not use white bead foam for the turtledeck and cabin. If I use foam at all, it will be the heavier construction type (blue, pink). And as I mentioned before, the tail surfaces will be solid balsa. I plan to use the same engine pylon, which did not sustain any damage, heck, I may also use that same wornout HB .40 to power it.

This will be something to keep me out of trouble this coming winter.

Monsieur A

Lily Pond Float Fly by Art Aube

These reports are getting to be repetitious in content. Nice weather, many flyers, many planes, etc. Well this one will be no different.

The weather forecast for Saturday was iffy, after nearly a week of rain, and as the weather people like to say, 'heavy at times'. We float flyers must be in the good graces of the gods, because Saturday turned out to be rather nice, quite sunny and sometimes hot, with little breeze. Just before we took down the last EZ-UP at about 12:45, a heavy downpour passed through lasting perhaps fifteen minutes. We were done flying by then anyway.

There were fourteen enthusiasts there. Only two, didn't fly. Again, there were twenty-five aircraft brought and all but three flew. Nick Young and Roger Engelhardt visited. Nick showed signs of being interested and inquired about availability of Seamasters. Roger flew on buddycord with Bob Chapman.

The earliest to arrive was Joe Gilbert, followed a few minutes later by Gary Grant.

The kayak, brought by Joe G. wasn't put in the water until after 10am. Prior, a couple dead-in-water aircraft were retrieved by Bob Chapman and his electric (ugh) speed boat, which, under his guidance, did a very commendable job of retrieving. (editors note: *Video on KVMA web site*)

The only bad crash, was the one in which Art's long-lived Lakemaster was demolished. An autopsy is being performed and a report of the results will be posted later. (*page 2*) A new Lakemaster will be built this winter. Again the skies were often filled with planes. Joe G. and Wayne W. put up at least 7 flights apiece with others putting in between four and six flights each.

At about 11:30 the grills were put to use and everyone (I think) ate their fill. Again, it was a GREAT time at Lily Pond.

A previous blurb contained a mention that this was the last float fly scheduled at Lily Pond. That was not correct. Another is scheduled in Oct. (the 11th., I believe). See you all then.

Anonymous reporter (*AKA Art Aube and Monsieur A*)

Carrabassett Summer Fest

The Carrabassett Summer Fest was a complete success. The weather was sunny, hot, light wind in the morning, and a little breeze in the afternoon. Thanks to the FCAM members who attended the event; Wayne White, Joe Gilbert, Bob Hines, Frank Bedard, Art Aube, Gary Daggett, Harry Fish, Gene Pray, and myself, RPL. We have a new member, Claude Pepin from Coplin Plantation. We had a lot of flying time in between Dave Miramont's powered glider and Loyd Cutler's Cessna 180 on floats, giving rides. There were no major model mishaps. Thanks to Wayne for bringing his two Canopies to keep us in the shade.

Happy Landings, Dick Lahaye

A few more notes: Dick took Gary's LT-25 up for a successful trim flight, Wayne tested Harry's new electric flyer, and Frank got in a flight on his new EPP Eagle. Tom K. stopped by to visit for a short time. We had a nice lunch of hotdogs, chips, etc. Due to the great weather, we saw a lot more interest from the public this year than the previous two years I have attended. As Dick mentioned, a great time. ~ Joe

EAA Fly-In by Art Aube

The EAA Fly-In is now history. In my opinion it was the least successful, in terms of attendance and club flying. The weather, being the main culprit. Saturday wasn't too bad. It was overcast, with a very variable wind. The latter causing many pilots to use the runway near which we were situated. Sunday was a complete washout. I think we were the only ones there.

I counted thirteen FCAM/KVMA members showing up on Saturday. Seven of these brought planes to display and three of these actually did any flying.

The raffles did all of their business on Saturday. The Kougat Kit raffle, garnered \$80.00, the Gas Card raffle did not fare as well, selling around \$20-25. in tickets. Not even enough to cover cost of the card.

A big thank you to Wayne for heading up this thing and for bringing a couple pop-up and grill and for his work mowing the area prior to the event.

Want to thank Rollie W. for bring his pop-up, although we only used one of three he brought.

And finally, a big thanks to the members who brought planes to display.

It looks like we will be invited to this event next year, provided the event takes place. Apparently, we are the main attraction each year.

If I have forgotten to give credit to anyone, please blame it on my advancing years.

Monsieur A

F C A M Meeting Minutes

Aug-23-2008

Meeting was called to order at 10:57 am by president Frank Bedard, with nine members present
Meeting was held during the Sugarloaf Airport display and demo.

It was voted to accept the minutes of the last meeting as printed in the newsletter.

The treasurers report was read by the secretary and accepted by those present.

Old business;

The raffle was discussed and it will be drawn as soon as we have enough tickets sold to cover the cost.

New business;

Members discussed the mowing of hay at Pease field, and voted to have a mow & fly day on Sept. 6 2008.

(We need tractor drivers and pilots)

Our annual club picnic is shaping up for Sept 13 2008 at Whispering Pines
Members wanting to bring food should contact Art Aube for what we need.

A float-fly at Lily Pond was scheduled the weekend of Sept. 20 & 21
(to be finalized at a later date)

Meeting ajourned at 11:25am

Minutes submitted by Wayne White (secretary)