

P. O. Box 362 Brown Summit, NC 27214

### **JULY, 2013**

Unless you've figured out how to strap a Futaba receiver onto a mallard duck, you probably haven't been getting in much stick time lately. The good news is that the weather forecast for next week is much improved over the conditions we've had for the last 2 weeks---so we should be flying again soon. Even with lousy weather, we've had a busy June at GRAMS and the purpose of this newsletter is to bring you up to speed on what's going on.

### **JULY CLUB MEETING**

The July Club meeting is set for Saturday, July 13<sup>th</sup>. As usual, we'll serve hamburgers & hotdogs. We'll have folks flying from about 10am until Noon---when we'll break for lunch and our July Meeting. We've got lots to talk about----our Cub Day (August 17<sup>th</sup>) and our 3<sup>rd</sup> Annual Fun Fly & Swap Meet (September 28<sup>th</sup>). A brief summary of both events is noted below. We haven't had 2 major flying events in the same summer for many years (at least 15 years). There's a fair amount of logistics involved in putting these events on---and we'll need to discuss these during our Meeting. Please plan on attending and help us by volunteering a couple hours of your time to make both events a success.

### **CLUB T-SHIRTS**

If you bought a GRAMS T-shirt back in April and haven't picked it up yet, please come to the Club Meeting and pick it up. If you didn't pre-order a shirt, you can still get one—we have a limited number of "extras". Bring some money to the Club Meeting and we'll fix you up.

# CUB DAY (August 17<sup>th</sup>)

August 17<sup>th</sup> is 1<sup>st</sup> ever National Model Aviation Day. All across the United States, AMA-chartered flying clubs will be hosting Fun Fly's, Open Houses, and Contests----all celebrating the hobby we all enjoy. GRAMS will be the only Club in the Piedmont area that will be hosting an event on this date. All Clubs participating in this National Day will be donating the net profits of their events to the AMA's National Charity---the Wounded Warrior Project---and we'll be doing this as well.

It's been 10+ years since we last had a Cub Day at GRAMS. Cubs of all sizes, power plants, color schemes are welcome to fly----but it is a Cub-only event. Landing fee is \$5 and "extra" donations to Wounded Warrior Project are strongly encouraged. Because its been so long since we've had a Cub Day---and because of the wonderful charity this event will support---we want to make this a really memorable event. Our goals include having 50 Cubs at this event and

raising \$1,000 for Wounded Warrior. These are ambitious---but we think are doable. We'll be discussing how you can help at the Club Meeting, but in the interim, here's a short list:

- 1. If you have a Cub, bring it and fly;
- 2. If you have a buddy with a Cub, invite him to bring it and fly with us;
- 3. Help us by volunteering for a couple of hours during the event.

# 3<sup>RD</sup> ANNUAL FUN FLY AND SWAP MEET

This event is set for September 28<sup>th</sup>. Like the last 2 years, this will be a general Fun Fly, open to planes and helicopters of all kinds----glow, gas, or electric, Peanut-Scale to Giant Scale, it's all good to fly. We'll also be hosting a simultaneous outdoor "tailgate" Swap Meet. Landing Fee of \$10, Swap Meet fee (sellers only) of \$10, or register for both for \$15. We'll have a couple of demo pilots flying during lunch---but the day is mostly going to be lots of open flying. Bring a plane and fly with us---also, bring an old plane you don't fly any more—or that unused radio or engine---and sell it at the Swap Meet. Mark your calendar and come fly with us!!!

## **NEW PLANE SET-UP----Center of Gravity**

In the past month, we've had several new planes making their maiden flight. Sometimes, that 1<sup>st</sup> flight can be pretty nerve racking---but it doesn't need to be. The single most critical element in that 1<sup>st</sup> Maiden Flight is Center of Gravity. There's an old saying—"nose heavy planes fly poorly, tail-heavy planes fly only once". When you build your new plane, the manufacturer (whether a kit or ARF) will specify a CG location. You should set up your plane with this initial CG point and make your 1<sup>st</sup> or 2<sup>nd</sup> flight with this CG. However, the best way to finalize the optimal CG point is thru the following flying test:

Head your plane into the wind and establish a nice level flight track. Apply full power, pull up into a 45 degree upline and roll the plane inverted (canopy pointing to the ground). Hold the plane on this upline for a moment or two. Then, let go completely of the elevator/aileron stick (don't worry—it's not going to crash!!!) and watch closely the track of the plane. If the plane continues on the 45 degree track, but then gradually arcs downward, then the plane is nose heavy. If the plane continues on the 45 degree track and then gradually increases the tilt of the upline to 60 or 75 degrees (or more), then the plane is tail heavy. If the plane continues on the 45 degree track—and doesn't arc downward or upward—then the CG is spot on. Re-arrange your batteries, servo's and other gear to adjust your CG accordingly.

Where should your CG be? Mostly, it's a matter of personal "feel". Most pilots find that for general sport flying, a <u>slightly</u> nose-heavy CG is best. For 3D work, a slightly tail-heavy CG is optimal. If you want some help in trying out this trimming technique, see Steve Vergamini at the July Club Meeting.



Well, that's it for now. See you on July 13<sup>th</sup>. Until then, strap some pontoons onto your plane, get out to the field and burn some fuel (or move some electrons around!!!!) That is, if it will stop raining long enough!!!