



BARNSTORMERS NEWS

SEPTEMBER 2009



Barnstormers News is a publication of the Vermont Modelers Club Inc. providing ideas, information and news about models, model building and Club activities. ©8/30/09
President-Robert Doyon; Vice President-Michael Hickory; Treasurer-Alan Zaur; Safety Coordinator-Mike Pecue; Secretary/Newsletter Editor-Dennis Benjamin
To learn more about the VMC, see pictures of Club activities and find maps to our flying sites, visit www.vtmodelers.com

MONTHLY MEETING NOTES

The August meeting of the Vermont Modelers Club was held on Wednesday the 12th at the Flying Field on Airport Road in Barre Town. President Bob Doyon called the meeting to order at about 7PM with 10 members and 1 guest in attendance. A motion was made to accept the monthly meeting notes for July as published in the newsletter, and in the Treasurers absence, Bob provided a brief financial update.

Old Business: Bob reminded the members that we have given the Howard family permission to use our parking area on the evening of September 12th. He also advised that he will be working with the current officers and past president Rich Cairra to complete a federal tax review and file an annual exempt status statement. Secretary Dennis Benjamin advised that he still has records for the annual newsletter expenses to give to Treasurer Alan Zaur.

New Business: Bob reminded the members that safety will be an ongoing focus for the Club. He suggested that a "Safety discussion" should be part of every meeting. Safety Officer Mike Pecue offered a subject for discussion. Members have become very comfortable flying at Wrightsville Dam with minimal safety precautions. At times in the past a couple of lengths of yellow cord was strung across the grass area as a "safety fence" to separate the "visitors area" from the "pit area" and a frequency control board has sometimes been used. The members discussed whether such precautions ought to be made official practice. There was general agreement that a "safety fence" would certainly be a good idea whenever there were visitors or significant numbers of participants at the float fly. Dennis observed that the AMA suggests "site specific rules" for each flying site that a Club uses and that we have not set any for the float fly site as yet. Mike advised the members that at least one rule is definitely

needed. At a recent float fly at least one landing approach was made almost directly toward the shore line and the

landing speed was much faster than the pilot anticipated.

The airplane ran aground against a bank on the beach and stopped very quickly. However, since the pits and visitors area and the parking area are all immediately in line with such approaches, an overshoot or aborted approach could be hazardous. All the members present agreed that henceforth all landing approaches at the Wrightsville Dam flying site

must be roughly parallel to the shore. Bob suggested that notice of this new "rule" should be posted in the newsletter and that perhaps a "safety tips" article might be a good feature in each future newsletter. Mike volunteered to help develop monthly safety tips and discussion ideas for future meetings. Bob reminded the members that the Annual Fun Fly Cookout will be on August 22nd. Dennis advised that he has copies of the previous year's shopping list and he volunteered to do the shopping. He estimated the cost at about \$150. The members authorized the funds for the event. VP Mike Hickory volunteered to take care of gas for the BBQ and several other members volunteered to provide coolers, get ice, etc. Bob informed the members that he has been doing some research on potential trainer aircraft and equipment for use by Club trainers. Plenty of options appear to exist but the logistics of providing one or two dependable trainers and keeping them in proper condition for serious training or for providing a hands on experience at a moments notice seem daunting. Bob led the members through some thoughtful discussion of all the types of aircraft and gear and equipment and maintenance that might be needed for the Club to keep a dependable air force of trainer airplanes. Bob observed that in all the conversations he had had with members it appeared that a possible solution might be for those members who are willing to serve as trainers to use equipment from their own and other members inventories of second-hand gear, for training purposes. It appears that most members have used airplanes, engines and radio system components that are not too precious to part with, that could be assembled and put back into productive service with a little cooperation. The Club has buddy boxes available at the flying field as well as cables to interface with most transmitters, so if each trainer has a plane to keep handy then opportunities for training should be plentiful. Mike Pecue and the trainers will work together to establish consistent training methods and identify techniques that work well. It was suggested that a good beginning exercise for the trainers would be to spend time working together with the buddy boxes and using the various planes that become available for training purposes. No better way to learn how to train with a buddy box than to try it yourself.

There being no further business offered for discussion the meeting was adjourned at about 8:30PM.

DUES REMINDER

If you have a big red OD on your newsletter envelope it means you have not paid your dues for 09-10. Please send your dues to the Club Secretary ASAP. This is the final reminder. All members overdue as of September 30th will be dropped from the roster and may lose flying privileges.

SAFETY NOTES

As agreed at the August meeting the following rule shall henceforth apply to all flights at Wrightsville Dam: "All landing approaches shall be made approximately parallel to the shore." Make a habit of never landing toward yourself or others; always direct your plane toward safe open spaces. Also as noted at the August meeting, a set of Site Specific rules has not previously been drafted for the Float Fly site at Wrightsville Dam. Therefore a draft has been developed for review and approval. It will be presented at the September meeting. Safety Officer Mike Pecue recommends that every member should get and use a pre-flight checklist for every airplane and before every flying session, as a means of avoiding crashes due to equipment failures. Equipment failure is the MOST frequent cause of crashes and using a checklist is the BEST way to detect and prevent potential problems. A preflight checklist has been included in this newsletter for your convenience.

HOBBY NEWS

The November issue of Backyard Flyer magazine includes an excellent tech article by John Reid titled "24 Servos under \$20". John provides lots of useful info for parkflyer enthusiasts. In addition to the tech specs tabulated below he included a lot of good advice regarding servo selection, servo installation and setups to maximize efficiency. Some of his tips include: choose servos to match the airplane - lightweight foamies need light weight servos, for scale planes torque is more important than speed, for aerobats you need both plus long arms for more travel; put tape around servos first if you plan to glue them in place, always turn on radio and center your trims then servo arms before installing; maximize leverage by putting push rods in outer holes on control horns and servo arms and increasing travel volume in transmitter program conversely using outer holes on horns and inner holes on arms will reduce travel volume and improve power and resolution. Check for proper end point adjustment and make sure nothing is binding or dragging to maximize power, a buzzing servo is a stalled servo and it will rob power and deplete batteries fast. The servos reviewed range in size from tiny 3.7 gram units suitable for small foamies under 10 ounces, up to mid weight units of 16grams able to control a 2.5 pound parkflyer.

SERVO TYPE

- * Featherweight 3 to 5 grams (0.1 to 0.2oz)
- ** Lightweight 6 to 8 grams (0.2 to 0.3oz)
- *** Welterweight to 9 to 11 grams(0.3 to 0.4oz)
- **** Middleweight 12 to 16 grams(0.4 to 0.6oz)

STRENGTH

- * Normal 6-19oz-in
- ** Strong 20-29oz-in
- *** Very Strong 30-40oz-in
- **** Extreme 41-50oz-in

SPEED

- * Normal 0.15sec/60°
- ** Fast 0.13-0.14sec/60°
- *** Very Fast 0.11-0.12sec/60°
- **** Extreme 0.08-0.10sec/60°

Servo	Type	Strength	Speed	Cost ±
Sky Arrow 3.7	*	*	**	8
Sky Arrow 4.4	*	*	**	7
Blue Bird BMS-303	*	*	***	16
JR S185	*	*	****	18
Hitec HS-55	**	*	*	11
E-Flite S75	**	*	***	14
Futaba S3111	**	*	***	16
Blue Bird BMS-308BB	**	*	****	14
Blue Bird BMS-306 Max	**	**	**	17
Futaba S31114	**	**	****	14
Futaba S31115	**	**	****	19
GWS NARO	***	*	***	12
Futaba S3107	***	*	***	17
Airtronics 94091Z	***	*	***	18
Cirrus CS-301/STD	***	**	**	13
Blue Bird BMS-371	***	**	***	12
Blue Bird BMS-373BB	***	**	***	14
Futaba S3117	***	**	****	19
Dymond Modelsport D100	****	**	**	13
Tower Hobbies TS-11	****	***	*	10
Electrifly ES80	****	***	*	11
Blue Bird BMS-380	****	***	**	14
Hobby Lobby SSV-9317BB	****	***	**	18
Hitec HS-81	****	***	***	14

CALENDAR OF ACTIVITIES

A **Float Fly** is scheduled for **Saturday September 5th** at the boat launch at Wrightsville Dam on VT Rte. 12 in Middlesex commencing at 8AM.

The **September Meeting** of the VMC will be held on **Wednesday the 9th** at the Flying Field on Airport Road in Barre Town commencing at 7PM.

A **Fun Fly** is scheduled for Saturday **September 19th** at the Flying Field on Airport Road in Barre Town commencing at 8AM.

A **Float Fly** is scheduled for **Saturday October 3rd** at the boat launch at Wrightsville Dam on VT Rte. 12 in Middlesex commencing at 8AM.

VMC members generally gather for flight practice each Wednesday evening and Saturday morning at the Flying Field on Airport Road in Barre Town

The **VMC Dawn Patrol** assembles every Thursday morning at the Flying Field on Airport Road in Barre Town.