

November 2008



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President's Soapbox

The year is starting to wind down. Hopefully most of you had a chance to take advantage of the phenomenal weather in late October to get in some great fall flying before the rain turns on. If not....well.....there's always next year.....or.....stay tuned for some indoor flying opportunities. Ken Gullberg is looking into the potential of indoor flight at PCC. Don has broadcast e-mail on this subject to all club members.....so, if you are interested, express your interest to Ken and watch for announcements on organizational meetings.

Attendance at October's monthly meeting was fantastic! We had a half hour business meeting followed by 2 raffle prizes and many, many show and tells. By the time Buz Hampton got there with his P-61 Black Widow with synchronized engines the counter by the kitchen was full and Buz had to set up on a table. Daniel Hernandez and

Dave Harburg each walked away with \$30 gift certificates...one from Tammie's and one from RC Modeler. The "social hour" with show and tells lasted an hour. Please read the minutes so Don doesn't get grumpy.

Does the attendance and number of show and tells at the meeting mean the FAW Bailout Plan was a success? After all, there were two gift certificates, tickets were half price, and those members bringing a show and tell got double the normal number of tickets. Success or not, by **Executive Order** the **FAW Bailout Plan** will continue into November. The November meeting is the last this year, as we don't meet in December. Plan to come out and enjoy the evening. Once again there will be two \$30 gift certificates, plus a third prize... Microsoft Flight Simulator 2004 software (a donation from Hugh Christian... thanks Hugh!) Also once again, tickets will be 2 for \$1 and 12 for \$5. Anyone bringing in a show and tell scores 12 free tickets. The **FAW Bailout Plan**...what a plan! You have

Next Meeting
November 17



Hey it's November, big election month. I was meandering the back yard fences just looking for some beer nuts when I hear all these weird candidate names! No-brain, Hope-dope, Beavis, Butthead, Chicom, Bonehead, and some 4 letter stuff I can't repeat. See Ya, Sq Earl V

to be there!

The November meeting is also our annual election meeting. All current club officers and board members have volunteered to be nominated for another term. Additional nominations are welcome. This is your chance to jump in if you'd like to help with the business operations of the club.

Let's fly!

Scott E

From the October Meeting

Here's the line up from show and tell. Can't see the X1, but it is about 8 or 9 inches long, and made up of tissue and paper towel tubes with built up wings. It is in early build stage, and will use Estes solid rocket motor for power, and looks like it's gonna work when finished.

The P-61 has OS .75s (I think) and is a ASM model. 11 servos, and has an electronic engine synchronizer system than keeps RPM within about 100RPM of each other. Two E-flite MCX micro helicopters, a Park Zone Ember and a Gee Bee Y Super Sportster electric.. Two Great planes Cherokees, one an OS .46 for power and the other a four stroke. The Pres. brought his Nieuport, looking good with some paint on it.

It was quite an interesting show and tell. The whole airplane modeling field is from the smallest 1 oz plane to the 50% models we see on the net. Blink and it over.

Cliff P

Show and Tell Photos



WACO UPDATE

50% Cub Gear on a 33% YMF5



P-61 Flies at FAW Saturday, 25th.

Just as I was ready to leave the field Buz Hampton arrived and unloaded his P-61 and started to set it up. I have to see this, Buz is a great scale builder, even though the P-61 is an ARF it really looks good. Of course no camera was present so you will just have to take my word for it. A picture of the plane is in the "From the October Meeting" section on page 2. We had about an 8 to 12 mph North cross wind when Buz was ready for take off. The takeoff was excellent, like no wind at all. The P-61 looks great in the air, sounds good, and is fast. With the gear up the two .75 OS two strokes pull it quite nicely through numerous aerobatic maneuvers. Next, the landing, it's always iffy in a

cross wind, this landing was perfect, right down the center line, what wind?

Buz took some time and showed us some of the electronics that keep the engines running and synchronized. Buz designed and built these units.

First, the glow drivers, the usual glow drivers turn the plugs on at a preset throttle position regardless of other conditions. These glow drivers not only have the preset throttle position, they have a glow plug preset temperature sensor that will turn the driver on. Pretty neat I think.

Next is the engine synchronizer. Most engine synchronizers have a master engine and a slave engine. What happens is when the slave engine quits the master just keeps on trucking and you have to manually pull the throttle. If the master quits the slave goes to idle and you are in dead stick mode because the slave will not follow the throttle.

Buz's synchronizer works differently in that both engines slave to the throttle. The synchronizer has a preset idle position for both engines and then by reading the throttle position and comparing the rpm to the throttle position it maintains both engines at the same rpm. If either engine quits the opposite engine reverts to the preset idle setting eliminating the crash maneuver caused by sudden engine failure. Then by bringing the throttle to idle and advancing the throttle power can be applied to the running engine eliminating the dead stick landing.

Pretty cool airplane saving electronic systems. This was one great demonstration and explanation of the electronics.

Don S.

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