

Joint Newsletter – October 2022



AMA Chapter #4555



AMA # 2475
Silver Leader Club

Important:
This Saturday October 15th. Club meeting 11AM at the field voting on combined bylaws

Editor Comments

Well fall is here and where is the rain? Maybe a little today. Ugh. Been some great weather for flying. It is getting dry out there folks. Let's be careful and mindful of what we are doing at the field.

As a reminder, do not be throwing your cigarettes on the ground. Respect the property. If you must smoke, bring an ash tray and carry your butts off with you!

This month's newsletter is a repeat of some old stuff for the NWGA members but I thought I would share it for all the new Bartow folks. There is plenty of new as well.

Officer Nominations

Officer nominations will open after the meeting this Saturday. Board election will be held in November for the newly merged club.

Fun Fly Winners from September 24th

Richard LeClaire 1st place \$100 Tower Hobbies certificate

Joe Hughes 2nd place \$75 Tower Hobbies certificate

Joe Campos 3rd place \$ 25 Tower Hobbies certificate

We want to thank everyone who came out and supported the event! A great time was had by all. Mike Viscosi, Jeff Holland, Richard LeClaire and everyone who helped out. Thank you.

The President's Corner

I am excited to see the buzz and excitement around the field lately! We had a great turn out at the Fun Fly a few weeks ago with over 20 pilots + family in attendance. We also had an awesome turnout on Sunday October 9th at the field with approx. 18 pilots in attendance. All 10 flight tables were occupied at times and there seemed to be 2-4 planes in the air at all most of the afternoon.

This Saturday, October 15th will be our first official club meeting of the merged clubs at 11:00 am at the field. Several things will take place on Saturday. First and foremost is our club vote on the merged bylaws (sent by email to all club members earlier). 2023 Club Officer Nominations will also open up on Saturday and be open through Saturday 10-29-22 at 5:00 pm. The Club Officer Voting will be in person at the field at the final club meeting of the year on Saturday, December 3rd @ 11:00 am.

Food will be provided on Saturday at the club meeting and I look forward to seeing you all there for some good food, good fellowship, and some good flying!

Jeff Holland – BCMA President

Oct. 9th at the field



And a few more at
the field.....





Solo Flight achieved:

On September 24th at the Funfly we recognized James Coggins with a flight certificate for completing his 1st solo flight. We are proud to support our youth who are such a vital part of the future of our hobby. Way to go James!!!



Receiver Batteries and Failsafe

Now I'm still learning electrics despite playing around with them now for a good 10 years. I would like to share some advice and things I have learned.

Does everyone remember the screaming and kicking about Spektrum a few years back? Airplanes crashing, brown outs, Spektrum was junk, blah, blah, blah. Well, I couldn't understand. I was flying a Spektrum DX9 and I had never had the first problem. Maybe I was just lucky. A lot of guys put airplanes in the ground and the radio equipment was blamed. Was it really at fault? Or were we not educated to understand what caused the problem in the first place. Yes, there were updates 10 or so years ago to hardware to make recovery time better, yada, yada, yada. But, did we learn anything? Some of us did, others continue to operate at high risk.

What I have learned? Know your amp draw on your servos for one! I was recently flying my Eflite Carbon Z Cessna. I was doing a ridiculous snap at wide open, and the plane kinda locked in position on me, but quickly recovered. I never paid any more attention to it. A few weeks later, I had installed my newer Jeti radio and I started to get low voltage alarms at the receiver on the telemetry. What the heck?

Well after understanding the amp draw on the digital servos can be very high during a hard maneuver, it dawned on me. My receiver was seeing low voltage because my esc was only outputting a max of 5amps for the radio. Well truth be told, its very doubtful that the Eflite ESC is putting out a full 5 amps.

My advice to myself and anyone else is to not depend on these ESCs to supply the amps we need for our larger airplanes.

When you consider airplanes using 4-cell or larger batteries, maybe it is time to consider a separate receiver pack.

Many of us at the field are flying larger and faster airplanes. Many of my airplanes are now flying on 6 cell batteries weighing 6-8 pounds. Is it worth it to lose an airplane because your receiver locked out because the amp draw on the digital servos let the receiver voltage drop to low? No, it isn't. We have airplanes flying over 100 mph. Just one crash because we lost control could change your life or someone else's. Let's stay safe and think about what we are doing. Don't cheap out on that extra receiver battery pack. A LiFE battery weighing 2-3oz could save your airplane and some expensive damage. Run a separate receiver pack battery.

Now all this brings up another good subject. How many of you guys are setting up your failsafe on your radios? Now, I know older radios may not have the feature, but most newer radios do.

What is failsafe? It's the default control position that the receiver will go to when signal is lost. The earlier Spektrum receivers had a fixed failsafe which was to cut the throttle in case of lost signals. The new ones will go to SAFE mode or let you choose control position for Failsafe. Jeti, JR, Futaba, Graupner, Etc. all have a failsafe on most radios built in the last 10-12 years if not older ones too.

You need to use it, if you have it. Turn on your transmitter, turn on your receiver, then turn off your transmitter. You just simulated a lost signal. What does your airplane do?

Well, I have seen a few electrics at the field, that your motor starts running. Now come on guys, that's just lazy and an accident waiting to happen. You need to set up the failsafe settings on your radio. Find your instructions or get on YouTube and watch a tutorial for your model of radio and set up your failsafe for crying out loud!

For starters, each and everyone of us that does indeed have a failsafe capable radio, need to set up the failsafe at minimum to cut the throttle when signal is lost. Period. No exceptions.

After that you need to think about what actions you want your airplane to take if signal is lost. Do you want it to fly over 3 fields and spend a few weeks looking for it. Most likely not. How about a throttle cut, and sight up elevator and rudder or aileron to make a slow tight circle until it comes down. It's these kind of things you need to consider, but please make sure if you lose signal that your failsafe is programmed to turn off your motor or cut the throttle.

**Be Thoughtful, Be Safe,
and see you at the Field.**

Some Hobby Tips

- **Building Weights**-For those of you who actually might still be into build kits. Do you know anyone who works at a truck shop? Those big Class 8 rigs? Well, the wrist pin from a used 855 Cummins works great for a kit building weight. They are 2 inches in diameter, about 5 inches tall and weigh about 2 ½ pounds. Perfect for building airplanes. I had a friend who had used ones, that went to scrap all the time. If you can't find used ones, you can find them on ebay cheap from time to time. Cummins Part number 191970



- **The Best CA**- I don't know about you, but I'm not crazy about the CA you can buy at most places. It seems like everyone has some version of Bob Smith Industries glue. You know the stuff I'm talking about. I hate it. Dries up, whole bottle gets hard. It's not what I remember as a kid. I remember using Goldberg Instant Jet glue, which I promptly used to glue my fingers together faster than you can snap your fingers. I remember that stuff worked great. I don't feel that way about today's glues, it seems like the tact time of the CA just isn't what it used to be. Then..... Last year, I was introduced to Hobby King CA. Say what? Hobby King????????? Yes, I said "Hobby King". They make this no label CA glue. Buy the no label stuff. **Hobby King Super Glue CA**. They have thin, medium, and thick varieties. It is the best CA I have found since my fond memories as a child. The shelf life seems to be better, and it does it's thing pretty darn quick. I LIKE IT A LOT.
- One cool feature, it has a pin in the tip to keep the tip on your CA bottle from stopping up. Nice....



More Tips....

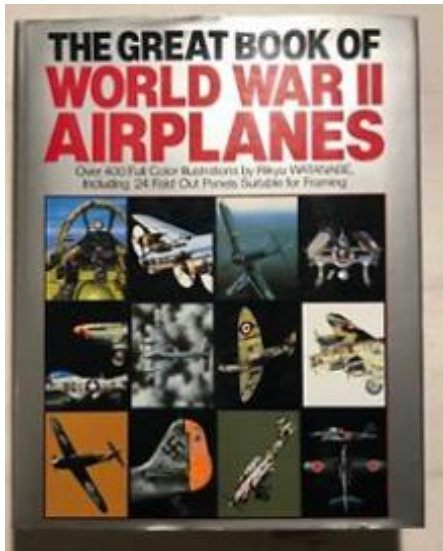
- **Blue Velcro-** While we are on the subject of Hobby King, they also have some of the best Velcro I have found. Search the site for the blue stuff. The adhesive is strong, and the velcro itself is super strong, your battery will not fall out of your airplane! I haven't found anything else close for the cost and strength.



- **Saving the glue-** If you are like me, you most likely don't build as often as you would like. So, what happens? Your CA dries up. You check the bottle. It is hard as a rock. Son of Biscuit!!! Well, this is one trick I have used to save my glue longer. I get a mason jar, get a few desiccant packs from Amazon or Walmart.com. Keep your CA stored as shown.



For Every WWII Airplane Fan



One of my favorite books on Airplanes of WWII. About the book, Published in 1984 Editor: Jeffery L. Ethell, illustration by Rikyu Watanabe. It is a big book. It has over 400 color illustrations and 24 fold-outs. Detailed breakouts of all the key fighters. Different Squadron schemes. Get on eBay and get copy. I bought a copy recently for \$25. There are still plenty out there between \$25-\$40. The pictures alone are worth it, but the written detail and history included in this large book make it an absolute must. The book itself is a true work of art.