



The Exhaust Port

AMA Charter #1384

<http://members.cox.net/westlakerc/>

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Calendar:

May 18 (Sunday)

2:00PM pilot Orientation
Harlan Field, LaGrange

Road Trip

A swell time was had by all.



The trip to the MAPS museum in Akron/Canton was a success. A number of the club members went for the pancake breakfast

served up by the volunteers at the museum. A couple of the wives went too, but they all became camera shy when it came time document the attendees. We had pancakes and sausage in there restoration hanger. It is an unusual decor for dinning, but more than interesting. After breakfast we could tour freely through the hanger looking at all the projects in progress. A number of unique subjects are under construction. An F-100 is the most prevalent airframe present. I found a T-37 Tweet, AKA the "flying dog whistle" in the back of the shop. There are pieces and parts all over the place. It amazing what the volunteers there are doing.

The main museum was also open and this became the best meeting place. **Herb Bornemann** even became 'MIGman'. What a Quarter scale that would make!



Club Meeting

At the last club meeting there was lengthy presentation concerning

two possible new field locations. After much review and conversation the club members present voted to open operations at the Harlan Airport site located 2 miles south of Lagrange.

Subsequent to the club meeting, several meetings were held with the airport owner and checks were written for field rent. We also agreed to use of one of the hangers for storage of some of the club materials. Pictured above is a panoramic view of the flying site as seen from one of the pilot boxes that we will fly from.

Harlan Field

Safety is the number one concern of our club! Because of this, there will be several new rules that will apply to our operation at the Harlan field. This is a fully operational airport for full scale aircraft. We are 'guests' at the airport. The operation of full scale aircraft will take precedence over model aircraft in ALL cases.

One of the most significant changes is that all vehicles going beyond the entrance will be required to display an orange and white safety flag.

The FAA requires that any unusual vehicle that is operating on any part of an airport that is designated for normal aircraft

To purchase flags call **Bud Bornemann** (440) 327-2210.

operation shall display a 3'x3' orange and white safety flag. You can see these on construction vehicles that are working at airports. Normal airport vehicles such as fire, luggage and tow tractors are already covered by special painting regulations, but cars are not.



Since we will be accessing the flying field by way of the airport taxi way, we will have to have a flag displayed while we are driving on the grounds. This will cover going to the parking area as well as while we are parked and when we return to the highway.

We will keep some flags in the hanger near the entrance. However if you wish, you can buy a flag from the club for \$20.00. The price is for the flag as well as little bit to cover the shipping costs. This means you would always have a flag. If the flags are all in use, then you can NOT proceed to the parking area.

Another new rule is that when full scale aircraft are in operation, all model activity will cease immediately. There will never be model aircraft in the air that will interfere with full scale aircraft. If you are in the air, you must land immediately and clear all runways and taxi ways. You are also expected to proceed to the back of the pit area and remain there until the full scale aircraft are clear. It is our responsibility to assure that

aircraft operations are safe at all times.

This will also mean a little change in the etiquette we use at the field. When there is club member who wants to fly, a second person will act as a helper/spotter. In order to expedite the transportation of models from the pit to the runway, each club member will help another in holding aircraft and guiding or carry the model to the runway. I have seen stubborn fliers in the past try and carry a running aircraft and dangling a transmitter from the pits to the line. This has always been a bad idea. The alternative is not any better. To abandon the transmitter, and carry the aircraft away, set the aircraft down and go back for a transmitter. Not wise.

Because we are operating on an active runway, will not be able to erect the safety barricades like the ones at the Avon field. This will leave legs vulnerable to landing error and runaway aircraft. This is a second reason we will require a helper to assist in model operation.

The third and most important function of the helper is as an aircraft spotter. Full scale aircraft are supposed to use a left handed pattern based on wind direction in approaching the field. A spotter will be on the lookout, and call out the approach, and assist in getting the model(s) down and out of the way as fast as possible. If you can't get down in time you must ditch the model off the runway or taxi way. This is harsh, but the safety of people on full scale aircraft will always trump the repair of balsa sticks.

Don't be proud. Ask for help. The safety of all is at stake. Let someone help you and offer help to others. Aircraft operations at Harlan field are relatively low and we shouldn't have a lot of occasions for exceptional action, but we will always have to be diligent and help each other when ever possible.

Servo torque

I found a nice little program you can download to your computer that will help with the proper selection of servos.

www.radiosouthrc.com

I have known of several instances where the load on the servo was more than the servo could handle and the result was what appeared as a loss of control of the plane.

Many of us use the Futaba S3001/S148 (or equivalent) standard servo. These generate 44 oz/in torque. This is not much power for any control surface above a 40 size trainer. These servos will stall in flight. On the ground everything seems fine. In the air you might get only half the control throw once the surface is moved into the wind stream. The natural human reaction is to give more stick to get the plane to turn. Then the plane slows down, the servo goes to the full travel, followed by a snap. With an increase in airspeed, size of control surface, and degree of deflection, comes the requirement for more force to move the surface.

On the website, look for the download of the "torque calculator". You can keep the program and put a shortcut on your desktop if you like. This little program will calculate your airspeed based on rpm and prop pitch. Then you input the control surface cord, width and angle of deflection. The result is the MINIMUM torque rating of the servo you should use.

I can attest that I changed out existing 44 oz/in servos on one plane to 70 oz/in servos and the result was like night and day. The control response was like flying on rails. Take a minute and check your torque, you may be surprised.