



Cornwall Aero Modellers

NEWSLETTER

October 2014

Club Executive

President: Karl Kingston
Vice-president: Rick Besner
Secy/Treasurer: Roger Belanger
Field manager: Wade Flynn
Events: Jack Dikland & Merv Blizzard
News editor: Frank Reaume
Safety Officer: Taylor Pratt
CFI: Karl Kingston

The October meeting was held at Minimax, with 13 members present.

- The treasurer's report was adopted as read. The 2013-14 fiscal year has ended with a healthy bank balance.
- There was discussion about the elongation of the western runway, and the work required to prepare the soil for seeding in the spring.
- The president gave a report on the results of the Zone AGM meeting.
- Field Work Day (+ chili) is set for October 18. A good turnout of members will make the tasks go much easier.
- The fall float fly took place on a lovely day, weather-wise.

- The club will hire a video company to transfer some of Cliff Merpaw's old 8mm film onto DVD.
 - Nominations were held for executive positions for 2015, but nobody volunteered to replace the present incumbents.
 - Karl Kingston gave a short demo on covering a balsa structure with Coverite Lite.
 - The club will hold its annual swap meet on Nov 29 at the South Stormont Hall in Long Sault.
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Some sad news for the indoor flyers. The Cornwall Armoury will not be available this winter, so club members are requested to be on the lookout for suitable venues for indoor flight (school gyms, community halls, etc.). Please notify the executive if you have any good leads.

The next club meeting will be held on Nov 10 at Minimax, starting at 7:30pm

Although Robbie Stacey of R&J Hobbies has announced that his store has closed, he is still accepting orders, and operating his business out of his home.

At the recent IMAC world championships, every competitor flew a large gas-powered airplane, with the exception of Team Canada member Greg Marsden from Hamilton, ON. Greg used a Hacker A-80 and 12s lipo battery to power his 35% Extra 300. This combination, coupled with his piloting skills, propelled Greg to 2nd place in the Advanced category. Well done! Shown below is a photo of Greg and his electric IMAC Extra:



Some interesting r/c items:

If anyone is in the market for a new battery charger, the imax X400 Twin is now available at various outlets, including HobbyKing, for about \$110.

This is a touch-screen device, able to charge any lithium pack at up to 20 amps and 400 watts from the default output port. This means, for example, that you can charge a depleted 5s, 4000mah lipo battery at 5c, and it will be fully charged in about 10 minutes! By switching to the two-port mode, you can charge two separate packs of different size and different chemistry at 200watts each. There is also an outlet to charge your smartphone or Ipad.

The firmware allows you to view all the charge parameters on lovely graphical screens.



One of the very best aircraft designs ever to take to the air is now available to the r/c modelling community. A company in Austria has just produced an ARF version of Hanno Prettner's famous Curare, which Hanno flew to the World Championship back around 1977.

It can be powered with an O.S. 55AX as a glow version, or with a 5-6s lipo pack for the EP version. The original model employed tri-gear retracts, and several dealers can supply these in either mechanical or electric format.



Check it out here:

<http://www.sussex-model-centre.co.uk/shopexd.asp?id=44903>

http://www.der-schweighofer.at/en/pr...orange_1640_mm

For nerds who like to play with new toys, there is a company in Australia that manufactures all sorts of electronic gadgets for the r/c market.

Shown below is their digital ignition on-off switch for you gasser guys.



More information is available at their website: www.boomarc.com

One final note: it is highly recommended that pilots perform a range check after assembling their aircraft and before taking to the air. This will give fairly good indication that the radio link is active and secure. Most modern radios have a “low power” mode that can be activated while standing about 30 meters from the model, and testing all the controls to ensure that everything is working correctly.

You wouldn't want to end up like this guy:

