



Cornwall Aero Modellers

NEWSLETTER

May 2015

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 May meeting was held at Minimax, with 11 members present.

- The treasurer's report was adopted as read.
- The club hosted the Cornwall Invitational Indoor Meet at the Benson Center on May 2. Attendance was poor, likely due to the late date. The club will have to make a decision on holding this event in the future.
- The runway extension has been seeded and will soon be ready for use. A workday is scheduled for May 16 to prepare the rest of the field for the flying season.
- Some club members were at the Iroquois airport on May 9 to rehearse the "Jets over Iroquois" event in July. This jet rally will require plenty of assistance from CAM members to be successful.

- Preparations for the summer float fly are underway.
- The club has authorized Dave's Signs to prepare a new welcoming sign to be posted at the entrance to the field.
- Mike Cafferky showed his photos of the recent Top Gun event in Florida.

The next club meeting will be held on June 8 at Minimax, starting at 7:30pm

As previously mentioned, the club hosted an indoor invitational fun fly at the Benson centre on May 2. Courtesy of John Curran, here is a photo of some of the participants:



The club held its annual mall show on April 25, with members of the Seaway Valley Modelaires from Massena lending a hand. As usual, there was a fine display of r/c models:





Aircraft Gyros:

Back in the early days (1970s) of r/c helicopters, it was nearly impossible to learn to fly without some sort of automatic control of the tail. Otherwise, the model would be nearly unmanageable. Fortunately, it wasn't long before enterprising companies developed a mechanical tail gyro, followed later by an electronic version, and helicopter pilots were off to the races.

Recently, gyros with 3-axis control (roll, pitch, and yaw) were developed for the helicopter market, meaning that the flybar could be done away with, and full control achieved with just the normal main blades. Some gyros even featured auto-level, which could right the ship in an instant if the pilot became disoriented.

Now this 3-axis technology has been incorporated into aircraft gyros, resulting in pilots being able to fly more precise aerobatics, and to handle the wind with greater ease. So far, we have seen aircraft gyros from Eagle Tree Systems (the Guardian), Bavarian Demon (the Cortex), Spektrum (the AS3X receiver) and Powerbox Systems (the iGyro3e).

There are also a few inexpensive aircraft gyros available from Asian sources, but there is very little information on their performance. They might be worth a try on a small foamy, before risking one of your larger models.

Recently, two more gyros have come onto the market, and the prices have started to come down:

a) Here is the new “AURA” from Flex Innovations:



Available from www.falconhobby.com for only \$80.

b) Here is the “A3Super II” from Hobbyeagle.com:



Available in the U.S. for \$50 from Motionrc.com

Gyros control the roll, pitch, and yaw axis, by being placed directly between the receiver and the servos. Naturally, many skeptics will debate the merits of this device, claiming gyros are cheating, they fly the plane, the pilot just watches, where is the skill in that, etc. However, if they are properly set up, you don't even know they are there. All they do is remove the un-commanded movements that are caused by turbulence, or put simply, “remove the wind”. There is likely no pilot that doesn't like to fly on calm days, regardless of his skill level, and gyros just make it feel like always flying indoors.

Obviously, for scale model contests, adding gyros to all the aircraft allows everything, from jets to ww1 bipes, to have a shot at winning. And the slower the model flies, the more benefit it will have using a gyro. Gyros are speed sensitive, so the faster you fly, the less gain you can run, while the slower flying model can use more gain. Gyros will help every contestant, they won't give any particular skill level an advantage, and they will level the scale competition playing field

more than any of the rules that have been tried over the years to achieve the same goal.

Expect to see more of these on the market, particularly as legions of sport flyers start trying them out and experiencing the advantages they bring to the r/c hobby.

At the recent Joe Nall event, it was announced that two well-known manufacturers of aerobatic aircraft, Extreme Flight and 3D Hobby Shop, are merging into one company. They plan on extending their product line to include some scale models, and are hoping to establish a Canadian dealer for their goods.

Extreme Flight has produced an interesting video, nearly 20 minutes in length, which can be seen here:

<https://vimeo.com/127409244>

It showcases the different steps involved in the construction of their model aircraft at a factory in China. Very interesting.