



Swamp Gas

August 2004

Volume 3, Issue 4

Letter from the PREZ

by Mark Castiglione

Over the past few months the discussion of raising the dues has been an issue. At the last meeting a proposal to increase the dues from the current amount of \$36.00 up to an amount of \$60.00 was put forth. We will be voting on this proposal at our next meeting. Notification of this will also be posted on our website and also at the flying field. There will be no closed doors or Smokey rooms, your opinion counts in this matter, your vote counts.

Joe Malec our club treasurer has outlined our clubs fiscal year, these are the basic expenditures we incur most of the time to run our events and maintain our flying site. Each year we seem to always come down to the wire as far as cash goes. This has left the club with no cash reserve in the event of an emergency. For example, our bridge, years back the river almost destroyed it. Cost to the club was approximately \$2,400.00 to repair the damage. We don't have any financial buffer under our current conditions.

Our club has the lowest dues in the area to my knowledge; the fact is our expenditures such as the field cutting have increased. Our dues haven't. I believe this increase is necessary for us to comfortably maintain the level of services to the membership as well as look forward to the future well being of our organization.

Note: See treasurers corner and 2005 proposed budget on page 3 of this newsletter

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Remember:

- DO welcome new members and make them feel at home.
- DO remember to say Good Job to members who have just been signed off.
- DO your part to keep our club clean. Pick up after yourself. If you don't, someone else has to.
- DO make sure SAFETY is your number one priority!
- DO have a current AMA before flying at the field, otherwise you risk yourself, the field and the rest of the membership.
- DO have FUN!

VP speaks out

by Steve Ludwig

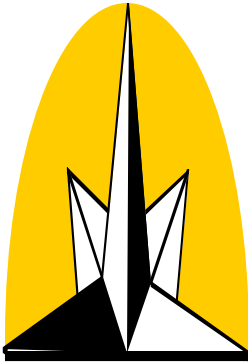
July has come to an end! Lots of Rain! The field looks good Green instead of brown. Congratulations to the New RC Pilots. Any of you New Pilots have any questions make sure you ask one of the experienced Pilots. Such as how to line up for approach. When to turn final. Which land marks he uses to line himself up with? I like the V in the mountain top to line up the field center line. A lot of us get caught out to far and land in the bushes on the North East Corner. I've spent plenty of time repairing holes from the bushes. When coming in from the South there is a tree with a fan style top that's my center line from there. Take a walk out into the middle of the field and look north and south. Log these points into your flight pattern. Make passes up the center line to practice your approaches. Pick an Aiming point at each end of the field to shoot your approach to. Like maybe 50 or 100 feet in from the brush line. Make that the point you level off in Ground effect. (Ground Effect is the cushion of air under your plane when you get within one wing span of the ground) Then cut your power and bleed off the rest of your air speed; flair and Land softly.

I was fortunate enough that I was able to get my FAA Medical back. On a business trip in Vermont I was then able to take enough flying lessons to get my Full Scale Pilots license current again. It feels real good to fly again. The model flying kept my skills up and it was not that difficult to get the feel back. I set my Model approaches up just like My Full scale plane. The air does not know it's a model.

Happy Flying and we will see you all at the field.

Tip of the Newsletter to ya!

When using Golden rod use 12" 256 rods with one threaded end instead of the 1" threaded rod Sullivan gives you. Cut the length of the rod so it extends into the blue sheath a minimum 3 inches (**don't cut it if you don't have to**). Slide the 256 rod into the yellow inner section then, using a double nut on the threads, screw it in to the yellow inner rod. This will help prevent flutter and strengthen the overall push rod. - Jim Cyr



Remember when you first soloed your airplane? Remember the feeling of pride, the feeling of accomplishment, not to mention the sheer terror and the rush felt from the adrenalin flowing thru your veins.

As our new pilots work to achieve this goal, let's make sure we help and encourage them so that they too can share the joy of flying, including all of this hobby's ups and downs, with us!

Feather-Lite Spacewalker

Jim Feather recently purchased a Great Planes Space Walker ARF. Of course, Jim doesn't do anything normal. He purchased the space walker to be a test bed for his newly acquired electric propulsion system. Jim set out originally to get the equivalent electric propulsion system of a G23 gas engine. Through research and speaking with people knowledgeable in high performance electric flight, he eventually purchased the following equipment:

- AXI Brushless 4120/16 direct drive motor capable of handling up to 20 cells, or 6 LiCells
- Hacker MAS 48/3P speed control without BEC
- (2) 6000Mah 3S3P LiPoly packs, each pack is wired in series supplying the speed control/motor with 6 Cells, or 22Volts
- The speed controller, motor and batteries are wired using Astroflight connectors

Jim opted for the Astroflight connectors over the deans connectors because the astroflight connectors are much easier to solder, and he found that the deans connectors were very difficult to separate, which is required to charge the battery packs, or for safety to make sure the prop cannot accidentally start spinning.

(Continued on page 4)

Who is that new face I see at the field?

When you go to the field next time, you may have noticed some new faces. Please take time to welcome our newest members:

Adam Martin, Pat Tatta, Troy Ball, Alex Gigas, Robert Dietz, Drew Ford, John Viras, Robert Houle, John Houle and Art Pelham

Welcome to the club. Thanks for joining us, and we all hope that you enjoy the field, flying and company as much as we do meeting new flying buddies!

Hey, Look Ma, no more Buddy Box!

The following members deserve a standing round of applause for their accomplishment of getting signed off as pilots here at the swamp. Please join me in congratulating the following:

Alex Gigas

Robert Houle

CONGRATULATIONS! Soloing is a real accomplishment. As with all things, it takes hard work, perseverance and lots of practice. We wish you many safe and happy landings as you continue on your journey of exploration and learning this hobby. Just like the rest of us, the process of exploration and learning never ends, it's just marked with personal milestones and goals along the way.

So, take a bow as we share in your excitement and pride of completing milestone #1!

August 2004

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Schedule of Events

- **Aug 14 & 15**—Westover Air Show
Westover AFB, Chicopee, Massachusetts
<http://www.afrc.af.mil/439aw/>
- **Aug 18**—Club meeting – 7PM at the field
Agenda includes vote for raising dues to \$60/year.
- **Aug 22**—Club Picnic
10AM at the field
- **Aug 29**—Picnic rain date
10AM at the field

Upcoming Events in September

- **Combat event** Check the website for date and time
- **Sept 15**—Club Meeting – 7PM at the field

Upcoming events in October

- **Oct 20**—Club Meeting – 7PM at the field

Check www.swampflyers.org for current news and information

Treasurer's corner

2005 Proposed Budget

The primary item on the August agenda is the formal passage of the proposed \$60 annual adult membership.

In June, I presented the proposed 2005 budget to the membership. (see budget)

At July's meeting, we discussed the 2005 budget, and the need to raise the dues. No-one in attendance disagreed with upping the dues to \$60/year for adult membership.

For the August meeting, we need to formally vote and accept the \$60 fee as per the by-laws.

The club dues have been \$36.00 a year for many years now.. Each year our costs have continued to increase and its been a struggle to make ends meet to provide the basics of which the members want. With this in mind we propose to increase the dues to \$60.00 and leave the junior dues at \$18.00. We are hoping that the grass cutting will remain on target for next year and that two of our picnics will be pot luck.

Field Mowing	\$2,100.00	Field Rolling	\$ 150.00
Field Maint.	\$ 500.00	Port-a-potty	\$1,250.00
Road Maint.	\$ 500.00	Picnics	\$ 500.00
Tents	\$ 200.00	Team Sponsor	\$ OPEN??
Newsletter/stamp	\$ 750.00	AMA	\$ 90.00
State of CT.	\$ 25.00	Dues (billing)	\$ 59.00
Work Parties	\$ 100.00	Misc Expenses	\$ 200.00
	\$4,175.00		\$2,249.00

Total Club Expenses: \$6,424.00

Estimated paid Full Members: 125
Estimated paid Junior Members: 15

- Joe Malec

Got a TIP or a story you want to share with the rest of the club?

Send it to

anorman@superdata.com

for inclusion in an upcoming issue of this newsletter.

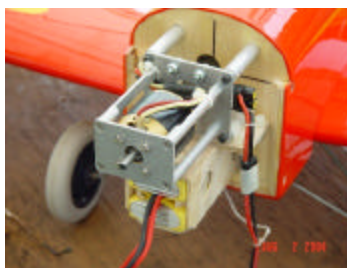


Know of someone not receiving this newsletter, and who is unable to access it online. Have them call Andre at 203-949-9237 to ensure future delivery!

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The Prop is an APC 15x10E. He found, using an astroflight wattmeter, that the motor spins the prop at 7,000RPM, expending 1,000 Watts at a current draw of 42 Amps.

Jim was given a rule of thumb that 70 watts per pound of airplane will give the performance of a trainer, while 80-90 watts/pound is a good amount for general sport flying, and 100 watts/pound is good for mild aerobatics. Jim's spacewalker, as finished, weighs 10 pounds, and he is quite pleased with the performance. The plane will go almost straight up, and certainly has more power than the same plane with a Saito 100 on it.

In hindsight, as with all things, there is room for improvement. For instance, Jim is going to try different prop sizes to minimize current draw at the higher throttle settings, while giving him a good throttle range. He found that with the current 15x10E prop, there is not a great deal of difference in performance between full throttle and half throttle, however, the current draw between the two settings are significant. He was told that there should be a prop selection that produces a 'sweet spot' where the difference between half and full throttle is



noticeable, while limiting top end current draw, and maximizing half throttle efficiency.

Another aspect that he feels can be improved on is the speed controller. Although he would still purchase a hacker speed control, he would not purchase this specific one again. He finds the control cumbersome to program, and does not provide any means for querying it's current status. He would prefer a speed control that has a separate programming module, which is easier to program, and also gives feedback as to what mode the speed control is in.

Overall, he considers his first foray into high performance electric flight a success.

Although the cost of the motor, speed control, batteries and miscellaneous material (connectors, wire, etc) cost Jim about \$800, he feels it was worth it, the experiment was a success.

Well, that's all till next time

Although we have tried to make sure that this newsletter has reached all current members, it is probable that we missed some. In many cases, we do not have valid email addresses, and in a few cases, we do not have a valid phone number or even a proper mailing address on file for the member. Our preferred method of distribution is via email

and the website, as this does NOT cost the club any money in mailing and printing charges. However, if you know of any current member of the swampflyers who is unable to receive this newsletter electronically, and has not received a print version of this newsletter, please have them contact Andre Normandin at 203-949-9237 so we can update their contact information, and ensure that they do get put back on the

mailing list for future versions of this newsletter.

Hope to see you at the field,

- Andre