

FlightLine

Aurora Model Aircraft Club

January, 2006

2006 Executive

President: Bruce Dealhoy	905-841-1035	bdealhoy@sympatico.ca
Vice-President : Peter Maxwell	905-727-6637	pmaxwell@allstream.net
Secretary : Jim Judges	905-898-7078	flyandbank@sympatico.ca
Treasurer : Clair Murray	905-939-2928	cmurray@295.ca
Membership: Dave Turnbull	905-727-7291	dturnbull@astrotechservices.com
Newsletter :		
Entertainment: Andrew Mellor	905-836-6716	mellor.andrew@gmail.com

Important Notices

- **Membership Renewals are now due**
- **Please submit a 2006 AMAC Membership form as soon as possible if you have not renewed.**
- **MAAC requires that their membership form be filled out and signed.**
- **If you are paying both dues at the same time, you MUST include a signed MAAC form.**

Plan To Attend the Next Meeting

Dave Gambell, our club's Indoor Coordinator, will explain the indoor program and demonstrate some new electric model technologies.

Light refreshments will be available for a \$1.00 donation.

Tuesday January 10, 2006

Dr. G. W. Williams Secondary School, Staff Room, 7:30 - 8:30 p.m.

A brief club business meeting follows.

AMAC IS A NON-SMOKING CLUB.

A Note From The President:

Well, it's now January and many of us are now thinking towards the start of the 2006 flying season.

Me? I seem to be spending my time trying to figure out what to build and getting started, only to be



waylaid by life. Over Christmas, I started on what is now the fourth electric airplane in my stable (the Avro Arrow from last year that hasn't been flown, the Sig Kougat that's about half-done, the Wattage FanTrainer that may get the motor swapped for a brushless, and the SAAB J-21R). I'm also now up to four other kits in the rafters, plus about another six plans tucked away. By the time that spring arrives, I should be ready with at least three models finished and ready to fly.

For those members who haven't paid their AMAC and MAAC dues as yet, this

is the last FlightLine that you'll receive until you do. Don't forget that you should not be flying until you've renewed as well. Please remember that you are required to carry both of your membership cards with you whenever flying (either on your person or attached to your fieldbox.) I know that no one likes to have their fun interrupted, but you WILL be asked for them this summer. It doesn't have to be a member of the Executive, any member of the club is empowered to ask for them. After all, if someone is getting a free ride, you are the one who's paying the bill.

On a cheerier note, we have a new webmaster, who's undertaken the job. Stephen did a good job on the previous incarnation but doesn't have the time due to work commitments. Isaac Murray has agreed to do the job even though he's hard at work at "uni". Please take a minute to check out the website at <http://www.auroramodelaircraft.com/> Any comments, suggestions and material are greatly appreciated.

We still need a Newsletter Editor. Contributions of material and volunteers for even one edition will be appreciated.

We're also in the process of updating our on-line information with the Town of Aurora, and will post the web address when it's available (as well as posting it on the website).

The next meeting is this coming Tuesday (the tenth) in the Staff Lunge once again. As mentioned, our Indoor Coordinator, Dave Gambell, will be talking about this new aspect of our hobby. I'm not sure if

AMAC Minutes for General Meeting December 13, 2005

Meeting called to order by president at 7:30pm.

Minutes of November meeting accepted as read. Motion by Rick Bruce and seconded by Steve Culham.

Motion by Andrew Mellor to absolve past executive of responsibilities. Seconded by Rick Bruce. Vote was unanimous.

Dave Turnbull was introduced as membership director. Now the only position left to fill is newsletter and webmaster.

The budget projected for the year was brought forward by Clair and was posted showing the breakdown of monies in the December newsletter.

Call for vote by Bruce Dealhoy to accept the membership fees as printed.

Motion by Rick Bruce. Seconded by Andrew Mellor.

15 for, 3 against, 3 abstained. Accepted.

Kari Eastwood mentioned that reps should go to the January 24th council meeting of Aurora to make out presence known and kept in mind for future flying sites.

Future discussion to be ensued for selling off of unused field equipment. Inventory to be noted.

Report from VP that posts and chains now secure the northern entrance to the field.

Roy Burke brought articles for swap meet, one of which was a skimmer which was an indoor aircraft. Sells for \$60 Canadian. He would let go for \$30.

Rick Bruce brought various aircraft and boat kits along with some engines to sell.

Meeting adjourned by president at 8:10pm

Buy and Sell:

Edward McMann (ededge@yahoo.ca or 905-898-1028) has an ideal starter package for anyone who's interested in a trainer: a Thunder Tiger trainer with a Hitec Laser 4 radio system and a Great Planes .42 engine. This is a great Christmas or birthday gift for the new flyer. A better description can be seen at

<http://www.ededge.rchomepage.com/Tiger%20Trainer>

Hi Fred.
email

From KMAC

Due to a deteriorating eye condition, I am no longer able to see well enough through my right eye to fly. I am headed for a possibly surgery at Sunnybrook on March 8th. So I think its time to sell my gear.

Funtana S90 almost built with a 1.20 magnum 4 stroke and Futaba 3010 high torque servos and receiver. \$500.

Really nice Giant Super Decathlon not built with the G-2300 Super Tigre still in the box. This kit and engine a steal @ \$250.

Magnum 81 RFS 4Stroke which I will sell for \$125

Modified Gee Bee biplane with a Magnum 70 4 stroke in the extended nose. All servos installed including modified wing servos for super fast roll rate. Futaba receiver and Batt.(ready to fly). This honey will go for \$200.

Contact: Rob Bower

rdbower@rogers.com

905-476-8732 Home

416-817-4125 Cell

The Kadet LT 40 ARF

Tech R/C

Sig Manufacturing of Montezuma Iowa has produced and distributed the Kadet in various forms for 30 years. In 2001, Sig Manufacturing introduced the Kadet LT 40 almost ready to fly (ARF). This ARF model airplane makes learning to fly by radio control easy. It flies slowly, recovers easily and is highly visible. In short, the Kadet LT 40 ARF is an excellent choice for the beginner and the weekend sport flyer.



To start, check out the specifications ...

Wing Span:	70 in.	(1778 mm)
Wing Area:	900 sq. in.	(5806 cm ²)
Length:	56 in.	(1422 mm)
Weight:	6 lb.	(2721 grams)
Wing Load:	15.4 oz. / sq. ft.	(0.47 g / cm ²)
Radio:	Standard 4 channel	
Engine:	.40 - .46 2 cycle or .40 to .52 4 cycle	
Price:	\$132 USD	\$170 CDN

Now look at the features ...

- Pre-built and all-wood airframe.
- White covering is easily repaired.
- North American made hardware.
- Dubro wheels, spinner and fuel tank.
- Decals are provided to duplicate the covering scheme on the box.

What makes the Kadet LT 40 ARF easy to fly? - The right combination of airfoil, weight and size.

The airfoil, a true Clark Y dating back to 1922 is still frequently used for many model airplane wing designs. With an airfoil thickness of 1.56 inches, a cord of 13 inches and a flat surface from 30 percent of the cord back, it continues to offer good overall flight performance today. The airfoil permits slow flight with a benign stall, two important features when first learning RC flight skills. They allow a novice to learn directional control and develop confidence at the same time. There is time to think! When learning to land the LT 40 ARF, student RC pilots can line up on the landing area, level the wings and ease back on the throttle. In calm conditions this ARF will land with only subtle aileron control inputs. In a head wind more throttle is needed, but control inputs remain small. These attributes not only make the LT 40 ARF fly well, but they make the learning curve quick for the RC newcomer.

The LT 40 ARF weighs in at approximately 6 pounds ready to fly. There is enough weight to allow penetration in windy conditions. There is also enough material to make the model durable. It can withstand some rough landings. At the same time, it is light enough to make gentle maneuvers extremely forgiving. It is hard to beat this combination of flight qualities.

At 70 inches, the large white wing with contrasting red and black decals stands out in the sky and near the horizon. It is visible from all angles and this feature helps the beginner to maintain orientation. In addition, the side fuselage decals allow an RC pilot to see the side profile and line up for landing. Even on final approach the fuselage sides stand out. What more can an instructor or student on a buddy box want from an entry level model airplane?

The Sig Kadet LT 40 ARF is the right combination of design features and flight characteristics at an affordable price.

Welcome to RC flight.

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