

## Club Information

**President:** *Brett Springall*  
**Vice President:** *Seth Nagy*  
**Secretary/Treasurer:** *Shirley Teague*  
**Safety Officer:** *Richard Haas*  
**Field Marshall:** *Jack Adams*  
**Assistant Field Marshall:** *Larry Smith*  
**Intro Pilots:** *Seth Nagy, Vic Welland,*  
*& David Bentley*  
**Contest Committee Chairman:** *Mearle Hickman*

## A Note From The President

During the April meeting a series of events unfolded that put me in the position of writing this column. I feel that the cause of those events is now past history and not worth delving into to much degree. I feel that the best course of action is to present a plan for improving the field and likewise the club as a whole. However, for those members who are not aware of the recent changes that have taken place I am providing a summary of the events of the past few weeks.

At the meeting two key issues came up. Firstly Merle Hickman the contest director for our June fun fly presented some safety concerns that he had with the field and informed the club that he had cancelled the sanction for the event. Merle was perfectly in his right to do that and we should be thankful that he decided to take a course of action that allows us to improve conditions at the field without being tied into an event that could of turned out to be a problem for the club and the event organizers.

Secondly, Chuck Wilkerson, the club President, presented a series of concerns that he felt were not being resolved in a timely fashion. He felt strongly enough about these issues that he resigned his Presidency and club membership.

Following a review of the by laws, the club's board of directors decided to follow through with the normal course of action and approve for myself to become President for the remainder of the year. We also agreed that Seth Nagy should step into the role of Vice President.

One of the main concerns that Merle and Chuck presented was the delay in adopting a plan for some field improvements. This plan was presented and voted on at the February 20, 2007 meeting. However, very little progress has been made since. I feel that one of the causes behind this is that many members are unaware of the plan and have not been able to make comments on it. For this reason, we are presenting the plan in this newsletter and invite any member that has concerns or comments to attend the next meeting on May 15th at the flying field to discuss the plan.

I would also like to extend an invite to all members to attend our regular monthly meetings. The next meeting will be the first at the flying field this year which presents the opportunity to get some flying in prior to the meetings. In an effort to improve turnout at the meetings, we would like for anyone that has ideas to make them more attractive to members to present those ideas at a meeting or pass them on to a club officer.

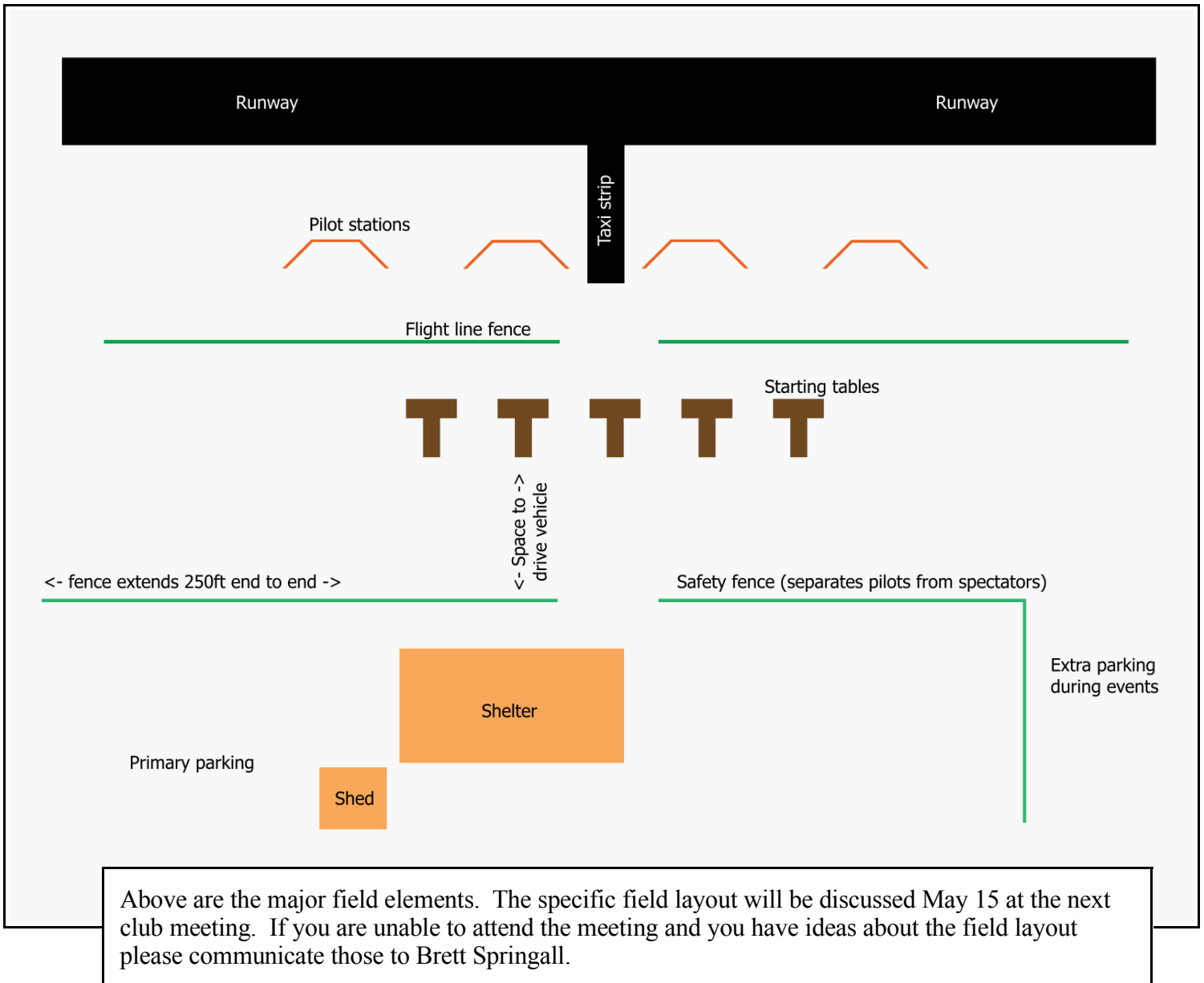
As much as anyone, I want the club to be a safe, fun and friendly place to enjoy model aviation. I believe that making a series of small steps to improve the field will help us achieve this goal in a reasonable manner.

Happy landings,

Brett Springall  
CAM President

### **Next Meeting**

The next club meeting is  
Tuesday, May 15, 7:00  
at the flying field.



## Local Aviation News

Interesting local news from our full scale aviation counterparts. VX Aerospace is moving to the Foothills Regional Airport (formerly Lenoir-Morganton Airport). Below are some excerpts from an article in the May 8, 2007 News Topic.

*... VX Aerospace formally announced its intention to build an airplane and advanced composite parts manufacturing facility at the airport.*

*Already operating its composite parts manufacturing side of the business at a temporary location in Burke County, VX Aerospace CEO*

*Robert Skillen said a 10-acre site at the airport will serve as the permanent business location. VX Aerospace will lease the land for \$15,000 per year for 10 years, funds that would be re-imbursed if the company still is operating at that time. The permanent manufacturing plant is expected to be completed by the middle of next year.*

*Aside from the rapidly-growing market for composites, VX Aerospace also will make FX-300 aircraft and use imported parts from South Africa to build the Ravin 300/500 models.*

*VX Aerospace is also becoming active in the manufacturing of defense-related parts, according*

to Skillen. Company President Raymond Jones was unable to attend the announcement because he was in Washington, D.C., looking for defense business.

To read more, checkout VX's website [www.vxaerospace.com](http://www.vxaerospace.com)

## Landfill Bio-Gas

You may have noticed there is a very faint buzzing sound at the field. This is the sound of the blower that is pulling the landfill/bio-gas from the big trash cell across from where we fly. The County has tapped into the trash and is piping the gas to a flare where it is burnt. If you leave the field in the evening you'll see a 4-6 foot blue flame as you drive out of the landfill.

Landfill gas is the natural by-product of the decomposition of solid waste and is comprised primarily of carbon dioxide and methane. By burning the methane (*a powerful greenhouse gas*), it is destroyed and converted to carbon dioxide and water.

Caldwell County will be utilizing the Chicago Climate Exchange (CCX) to pay for the project. You can think of this as a "stock market" for environmental credits. Below is an explanation of the CCX at Wikipedia.

*Chicago Climate Exchange is the world's first and North America's only voluntary, legally binding greenhouse gas (GHG) reduction and trading system for emission sources and offset projects in North America and Brazil. CCX employs independent verification, includes six greenhouse gases, and has been trading greenhouse gas emission allowances since 2003. The companies joining the exchange commit to reducing their aggregate emissions by 6% by 2010. To date the exchange has more than 120 members ranging from corporations like Ford and Motorola, to state and municipalities such as Oakland and Chicago, to educational institutions such as Tufts University and University of Minnesota, to farmers and their organizations, such as the National Farmers Union and the Iowa Farm Bureau. CCX has an aggregate baseline of 226 million metric tons of CO2 equivalent, which is equal to the United*

*Kingdom's annual allocation under the EU ETS. This would make CCX one of the largest "countries" in the EU CO2 market, or 4% of U.S. annual GHG emissions.*

*CCX is operated by the public company Climate Exchange PLC, which also owns the European Climate Exchange.[1] Richard Sandor, creator of the Sustainable Performance Group, founded the exchange and has been a spokesman for it. The exchange trades in emissions of six gasses: Carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, perfluorocarbons and hydrofluorocarbons. CCX started trading in October 2003, prior to the commencement of trading in the European Union through the ETS system.*

## Aerial Spraying

Hudson residents were treated to a very unique event in Caldwell County. On April 20 and 25 the NC Department of Agriculture contracted with an aerial spraying company in Oxford, NC to spray 300 acres in the Hudson Community. The spraying was part of the United States Department of Agriculture (USDA) "Stop the Spread" program to control gypsy moth caterpillars. Currently, gypsy moths are at the NC/VA State border and a pocket of moths had been detected last fall in Hudson. To control the moth, soil bacteria protein was sprayed. This is a natural insecticide used to control insects. It only effects insects that change from a caterpillar to a moth.

The spray plane was an Air Tractor 602 with GPS guided control. Below are the plane's specifications & performance figures.

|                                |                         |
|--------------------------------|-------------------------|
| Engine S.H.P.:                 | 1,050 @ 1,700 RPM       |
| Take-Off Weight:               | 12,500 lbs. (5 670 kg)  |
| Useful Load:                   | 6,900 lbs. (3 130 kg)   |
| Hopper Capacity:               | 630 U.S. gal. (2 385 L) |
| Wing Span:                     | 56 ft. (17,06 m)        |
| Wing Area:                     | 336 sq. ft. (31,24 m2)  |
| Cruise Speed:                  | 182 mph (293 kph)       |
| Working Speed (typical):       | 145 mph (233 kph)       |
| Stall Speed, Flaps up:         | 99 mph at 12,500 lbs    |
| Stall Speed, Flaps Down:       | 82 mph at 12,500 lbs    |
| Stall Speed as Usually Landed: | 60 mph                  |
| Take-Off Distance:             | 1,830 ft at 12,500 lbs  |