

MATHER AEROSPACE MODELERS INC.

AN AMA GOLD LEADER CLUB

CHARTER # 1243



<http://takeoff.to/mather>

February Meeting

February 2006
Volume 1, Issue

NOTICE

The January issue of the newsletter was the last one sent out to all members via the U.S. postal service. Starting with the February newsletter it will be posted on the website at the following location: <http://takeoff.to/mather>, then click on the newsletter icon. Members will need to have Adobe Reader software on their computer to open the files. Anyone needing to install this software should click on the PDF icon on the same web page, and then click on the download icon. For members that do not own a computer or have no internet connection can have a newsletter mailed to them by sending their name and address to:
Dean Raymond at 3378 Irish Mist Way
Sacramento, CA 95826.

Presidents Message

Richard welcomed the members to the February meeting. He then asked everyone that may have future new or old business to try and get it to him prior to the meeting if possible. Members can contact Richard or one of the club officers listed below to get their new/old business on the agenda for the meeting in advance. This will allow Richard the opportunity to try and have the answers for the next meeting. Richard then presented the first safety topic of the evening, a miniature radio receiver with a fail safe function built in. Modelers should be aware of the risk involved in not checking and setting the fail safe up prior to use. If the transmitter is mistakenly turned off first the built in failsafe can start the motor unexpectedly and then you have an instant prop hazard. The President recommends reading and understanding the owner's manual prior to the use of the receiver.

Secretary's Report

Mike reported that there a 129 paid members for 2006.

President	Website Manager	Safety Officers	Flight Instructors	
Richard Malinowski 684-6652	Kenny Bemis 681-2495 kenny@lanset.com	Chuck Roundy	<u>Coordinator: Dean Raymond (916)363-3326</u>	
Vice President Dave Edwards 451-0342	Newsletter Editor Mark Sherrill 209-745-7758 mksherrill@sbcglobal.net	Leader Member Rex Williams Jr.	Bob Lind	966-3721
Secretary Mike Clawson 967-0424		Member-at-Large Bart Holdener	Dean Raymond	363-3326
Treasurer Hank Pajari 768-1951	Field Marshall Norm Poynter		Chuck Roundy	715-0860
			Les Gillet	455-7148
			Ellis Hall	331-6302
			Ed Sutter	361-8200
			Rex Williams Jr.	362-8988

Treasurer's Report

Account balances can be obtained by attending a meeting or speaking personally with Hank Pajari.

Safety: Chuck reported on the second safety topic of the night which was bandaged hands. He stated the majority of the band aids he has seen lately had been caused by an electric motor and prop. Chuck stressed the importance of unplugging the battery in order to safe an electric airplane.

New Members

Welcome Steve Bectel, no visitors were present.

Old Business: A site committee meeting took place in January; currently they have no news to report. The members were once again reminded that the January newsletter was the last one to be mailed to the entire membership via the US Postal service. Once again the subject of protecting the parking lot from the vandals with automobiles was brought up. Members should continue to think of ways to prevent the midnight carnage and bring your ideas to the next meeting. Paul reported on his research in converting to a 507 C3 nonprofit club, he stated that there would be a larger burden on the club to deal with the public in order to qualify. He will continue his research and report back during the March meeting.

New Business: Richard asked the crowd to come up with a way to be able to judge the 400 foot ceiling while flying. Maintaining our planes under this ceiling limit is crucial to our survival at this location. A sign up sheet was passed around for volunteers to work at the Capital Air Show. This will be March 17th through the 19th. Anyone interested in being part of the event please contact Dean Raymond. The next item for discussion was for the events the club was going to hold during 2006. The Sunrise mall show will be on June 24th, Open Field day will be August the 5th and Toys for Tots will be December the 2nd. There will be a multi club Poker Run Fun Fly on the 13th of August; this event will raise money for the disaster relief fund that the AMA has sponsored. All the locations of this event have not been finalized but it will end at the SAMS club. There is an electric event being planned at a grade school for the middle to the end of May. More information on these two events will be presented at the March meeting. Richard volunteered to organize a Fun Fly event and will present his ideas in March. The last bit of new business was the proposal that the club gather at Mountain Mikes pizza parlor for the post meeting meal. Members will report back on the quality of the establishment in March.

Pile it Award: The trophy is missing in action, full throttle Karl was the last recipient of the award. Richard would like the trophy brought back to the March meeting so it can be given out again - thanks.

Information for the March 2nd meeting from the President

The 2006 event schedule for the club will be finalized at the March meeting. The dates for the events will be spread throughout the year which should allow everyone to volunteer for more than one. The memberships help is needed to ensure that each of these club sponsored events is a success. If possible please send or bring any other new business to me before the meeting.

Members can call me (916)-6846652, write me at Richard Malinowski, 7418 Brandamore Ct, Elk Grove CA 95758, or e-mail me at: masm.inc@comcast.net



Tim showed us his electric Aero Star



Richard shared info on a new speed controller



Paul took home an electric Su-do-Khoi



Dave won the CR-1 Plane Bender



Less scored a pair of shears



John picked the helping hands



Paul chose coping saw



Zack grabbed the Dragon 40

In order to accommodate the Blue Angels for the Capital Air Show the Mather Aero Modelers field will be shut down on the following dates:

Thursday March 16th 12:00 PM
- 3:00 PM

Friday March 17th ALL DAY

Saturday March 18th ALL DAY

Sunday March 19th ALL DAY

Please remember if you are caught operating an airplane during these times you will be arrested.

The Three Deadly Sins of RC Flying

BY JEFF PROCISE

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose a airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

Improperly Located Center of Gravity

There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and one that's unmanageable in the air.

Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I don't remember precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG, be sure to check the CG with the tank empty. Finally, if your airplane has retracts that fold backward (like the F4U Corsair) check the CG with the wheels up. Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.

MASM, Inc
RC Flying at its
Best



An AMA Gold Leader
Club

Charter # 1243

March

2 MASM Meeting @ Sacramento, CA
18-19 California Capitol Air Show @ Mather Airport, CA

April

6 MASM Meeting @ Sacramento, CA

May

4 MASM Meeting @ Sacramento, CA

Currently there are no event calendars posted on any of the club websites.

Visit our website <http://takeoff.to/mather> for a complete list of events

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