

# MATHER AEROSPACE MODELERS INC.

## AN AMA GOLD LEADER CLUB

### CHARTER # 1243



<http://takeoff.to/mather>

September Meeting

September 2006  
Volume 1, Issue 23



**Presidents Message:** Richard welcomed the members to the September meeting held at the flying field. He apologized for not realizing that it got dark so much earlier and announced that the October meeting will be held at the hospital meeting room on the fourth floor. Richard again thanked all the volunteers that helped make the Open Field Day event successful. Then he reminded everyone that our club officer elections were going to take place at the November meeting and that everybody should be prepared to offer nominations at the next meeting in October.

President	Website Manager	Safety Officers	Flight Instructors	
Richard Malinowski 684-6652	Kenny Bemis 363-1971 <a href="mailto:kenny@lanset.com">kenny@lanset.com</a>	Chuck Roundy	<u>Coordinator: Dean Raymond (916)363-3326</u>	
Vice President Victor Alfieri	Newsletter Editor Mark Sherrill 209-745-7758 <a href="mailto:mksherrill@sbcglobal.net">mksherrill@sbcglobal.net</a>	Leader Member Rex Williams Jr.	Bob Lind	966-3721
Secretary Mike Clawson 967-0424	Field Marshall Norm Poynter	Member-at-Large Bart Holdener	Dean Raymond	363-3326
Treasurer Hank Pajari 768-1951			Chuck Roundy	715-0860
			Les Gillet	455-7148
			Ellis Hall	331-6302
			Ed Sutter	361-8200
			Rex Williams Jr.	362-8988

**Secretary's Report**

Mike reported that there are currently 203 paid members.

**Treasurer's Report**

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

**Safety:** Richard shared an experience of riding in a full scale airplane and talked about how hard it was to actually see a full scale aircraft out the window of the plane. He told us how the pilot once had a glider fly right in front of his full scale airplane but never saw it coming. Richard's moral to this event is that we MUST yield the airspace to any full scale aircraft in our area. Chuck reported that in the event of a near miss or collision that the full scale pilot is required to report the incident to the FAA and if it happened at our field that it would be devastating to our club. The next subject was on frequency control. Everyone should leave their transmitter in the impound area unless they have the frequency pin attached and they are ready to fly or test an aircraft. No one should ever turn on their transmitter without being in possession of the pin.

**New Members**

There was one visitor present, welcome Stan.

**Old Business:** There were approximately 100 visitors present on Open Field Day and we had around 40 folks that went through the ground school training to fly. Mike Clawson personally thanked all the volunteers and singled out Rex for pit management, Dan for cooking the food and Zack for running the simulator station. Vic reported that the Rotary wings had not committed to their half of the rent on the storage container so the club made a motion that was passed to wait until next spring to have it delivered. Dave committed to have the engine run up stands made and delivered to the flying site by next month.

**New Business:** There has been a phone number posted on the frequency pin board for contacting the authorities for NON emergency request from the Sheriff. There was a motion made to have the meetings at the field as soon as the weather and light allow next year, it was passed. Dave Sullivan informed us that the Red Barons were having a open house at their new field on the 16<sup>th</sup> of September and all the Mather members are invited. The Red Barons want to thank us for sharing our field with them when they did not have one.

**Information for the October 5th meeting from the President**

At the October meeting I want to share my experience of being the club president for the last year. Hopefully this will enlighten members to what it really means to be a club officer. Sometimes a potential candidate may not really know what is expected or what the duties may entail. Because of this big unknown members may be hesitant to step up and allow themselves to be nominated. The next two meetings are critical to a well functioning organization and I hope that what I have to share makes it easier for the nominations that will take place during the October meeting and the elections in November.

All new business unless it is not an emergency shall be presented to me prior to the meeting. Members can call me (916)-684-6652, write me at Richard Malinowski, 7418 Brandamore Ct, Elk Grove CA 95758, or e-mail me at: [masm.inc@comcast.net](mailto:masm.inc@comcast.net)

Show & Tell



Richard showed us a lighted Wilga 35/80 wing



Bob shared a Blaster discuss launch glider

Raffle



Bob took home the Harrier 3D



Matt won the Hobby Lobby slow flyer

**R/C Country The Hobby Shop**

6011 Folsom Blvd., Sacramento, Ca. 95819  
916-731-5868



Stan received a gallon of fuel



Hank scored the Super Tigre GS 45

# Murphy's Laws Revisited

BY AL COELHO

Murphy had some laws; here are some of Al's.

1. Law of mechanical repair: after your hands become coated with grease your nose will begin to itch or you'll have to go to the bathroom.
2. Law of tools: any tool, when dropped, will roll to the least accessible corner.
3. Law of probability: the probability of being watched is directly proportional to the stupidity of your act.
4. Law of the telephone: when you dial a wrong number, you never get a busy signal.
5. Law of the alibi: if you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
6. Law of lanes: if you change lanes in traffic, the one you were in will start to move faster than the one you are in now.
7. Law of likeability: as soon as you find a product that you really like, they will stop making it.
8. Law of close encounters: the probability of meeting someone you know increases when you are with someone you don't want to be seen with.
9. Law of the result: when you try to prove to someone that something won't work, it will.
10. Law of biomechanics: the severity of the itch is inversely proportional to the reach.
11. Law of carpets: the chances of an open-faced jam sandwich landing face down on a floor covering is directly correlated to the newness, color, and cost of the carpet.
12. Law of logical argument: anything is possible if you don't know what you are talking about.

## Tips & Tricks

### Fixing Holes

Fixing fiberglass cracks or filling holes and missing sections on airplane parts such as cowls is not hard to do. Clean the part well. Patch the area with masking or electrical tape on the outside surface. Cut fiberglass cloth to fit the inside area and a second patch slightly larger to overlap. Coat the inside of the tape with epoxy and layer the patches. When the epoxy cures, remove the tape and the repair will have nearly the shape of the original.

—Ernie Lee via the Web

### Keep Connected

To prevent electrical connections (such as servo wires connected to a servo connection inside of a wing panel) from coming apart, place a short piece of heat shrink tubing around the connections and then apply heat to the shrink tubing. This will ensure a connection that will not come apart.

—Gordie McCann via the Web  
both from Odessa Propbusters, Odessa TX

### Working With Carbon Fiber or Fiberglass

You may have noticed that your tools do not last very long when sanding or filing carbon fiber or fiberglass. Even the best hardened tools will lose their edges when working with these materials. One trick I have found is to use a metal cut-off bit in my high-speed motor tool, but instead of using it at high speeds, I use it at low speed. I do not want to melt the resin as it will just wreck the bit. High-speed tools are great for many tasks, but when it comes to carbon fiber or fiberglass, I prefer to use these tools in the slowest setting possible.

Carbon fiber and fiberglass are great lightweight products used throughout our hobby. Sometime we may not even realize that we are working with these products since many airplanes are made of balsa and have a shrink-like covering, such as MonoKote or UltraKote.

Many of the airplane's motor mounts are made of a plastic material which in many cases is carbon fiber. Carbon fiber and fiberglass can be deadly if inhaled. These materials cannot be dissolved by the body and will remain in your lungs. The body will try to rid itself of this foreign material and can cause respiratory problems and possible death.

When drilling, filing, or sanding anything that looks as though it is made of plastic, carbon fiber, or fiberglass, it is always best to wear a good mask that will filter out the very small particles you will be producing. The best mask you can buy and one that uses a carbon filter and has a good, tight fit is the one you should use.

You should also wear some sort of eye protection because removing fiberglass dust or particles from your eyes will not be a pleasant or easy task.

—from the Batavia RC Flying Club Web site, Batavia NY

### Testing your transmitter

You can tell if your transmitter is working, even if you don't have a receiver hooked to a servo nearby. Turn on a television to channel 3 or 4, turn on the transmitter, and wiggle the sticks. You should hear a change in the buzzing sound if it is working. This trick works for AM or FM, but it does not work for PCM.

Common causes for no transmitter output could be a dead internal fuse, which may not be easy to find, or a bad connection to the antenna, which is easier to fix.

Another cause could be loose cells in a clip as is sometimes the case with transmitters using alkaline cells. To be safe, it is recommended that only soldered-up batteries be used.

from the Winnepesaukee Radio Controllers  
via *Talon Tales*  
Schoolcraft Sky Hawks R/C Airplane Club  
Schoolcraft MI

### Stronger stabilizers

It is common to find broken stabilizer leading edges under the covering of built-up stabilizers where the triangular stabilizer leading edge doubler ends. This is because a rib is located at that point. That combination makes the doubler rigid and concentrates the bending loads of the leading edge in a very short length. Moving the rib away from the end of the doubler allows the end of the doubler to flex with the leading edge, spreading the bending loads over a greater length.

### Plug those pin holes

When working with fiberglass, try the following methods. Wash the component with soap and water and brush on one or two coats of nitrate dope with talc or talcum powder added. Stir well to dissolve the powder. Nitrate is used rather than butyrate because it adheres well and anything can be applied over it. Sig nitrate is available at most hobby shops. Another method of filling pin holes is to using hobby poxy stuff. Thin it with a good lacquer thinner and brush it on. When dry, after a light sanding, the fiberglass is ready for primer and paint.

from *The Sac Dope Can*  
Suburban Aero Club of Chicago  
Wayne Bielski, editor  
Chicago IL

### Repairing loose firewalls

There are many times that you have to repair a loose firewall or tail section on an airplane. Maybe it's not completely out—just loose, and you need to reinforce the joint. One of the best ways to make sure you have a good joint is to heat the epoxy with a heat gun after it is applied. This will almost liquefy the epoxy and let it seep into the joint to ensure a solid repair. I also recommend using triangle stock to reinforce the joint, particularly on firewalls. One warning though—be sure you do this with a long-working resin. The heat will speed up the reaction. If you are using five-minute epoxy, it may set up before you can finish your work.

From *Mission Briefing*  
Magic Valley Air Force  
Gary Nelson, editor  
Jackson TN

### Nylon bolts

If you've ever had trouble getting nylon bolts started when attaching the wing or other major subassembly, try this. Bevel the threaded end of the bolt so it tends to be self-centering when you're trying to get it started. The easiest way to bevel the bolts is to stick them in one of those school kit handheld pencil sharpeners and twist.

from *The Flypaper*  
South Bend RC Club  
Jack Allinger, editor  
South Bend IN

MASM, Inc  
RC Flying at its  
Best



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An AMA Gold Leader  
Club

Charter # 1243

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### September

- 22-23-24/ Fresno/ Madera Jet Fly-In @ FRM, Fresno, CA.
- 23/ Pattern @SCCMASS, Morgan Hill, CA.
- 23/ T-34 Triangle Series #5 @ MARCS, Madera, CA.
- 23/ Float Fly @ Woodward Reservoir - R/C Flyers Unlimited, Oakdale, CA.
- 23-24/ Pattern @ Hemet, CA.
- 23-24/ Scale Contest @ Woodland-Davis, Davis, CA.
- 24/ Invitational @ EBRC, Livermore, CA.
- 30-1/ Open House @ Tehama County Condors, Corning, CA.
- 30-1/ Q-500/QM-40 Race @ Whittier, CA.
- 30-1/ IMAC Southwest Regional Championships @ Las Vegas, NV.

### October

- 7/ T-34 Triangle Series Championships @ SCCMAS, Morgan Hill, CA.
- 7-8/ Pattern @ Sacramento Area Modelers, Sacramento, CA.
- 8/ 100 Lap Race @ Vaca-Valley R/C, Vacaville, CA.
- 8/ Float Fly Close @ Woodward Reservoir - R/C Flyers Unlimited, Oakdale, CA.
- 13-14-15/ Jet Fly @ Woodland-Davis, Davis, CA.
- 13-14-15 Warbirds Over Yosemite @ FRM, Fresno, CA.
- 14/ Electric Fly-In @ BARCS, Richmond, CA.
- 21/ T-34 Race @ Reno R/C, Reno, NV.
- 21/ Electric Fly-in @ Salinas Area Modelers, Chular, CA.
- 21-22/ Pattern @ Antelope Valley Tailwinds, Lancaster, CA.
- 21-22/ NMPRA National Championships @ Medford, OR.
- 22/ Warbird Race @ Sacramento Area Modelers, Sacramento, CA.
- 22/ Devil Mountain Electric Fly-In (sponsored by Concord Model Engineers) @ Diablo Valley R/C, Pittsburg, CA.
- 24-29/ Tucson Aerobatic Shootout @ Tucson, AZ.
- 26-29/ USRA Giant Scale Air Race @ Parker, AZ.

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

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