

MATHER AEROSPACE MODELERS INC.

AN AMA GOLD LEADER CLUB

CHARTER # 1243



<http://takeoff.to/mather>

May Meeting

May 2006

Volume 1, Issue 19

NOTICE

MASM Member Announcement

As off Saturday 4/8/06, the entrance gates are now locked with a combination lock. If any member was not able to attend the club meeting on 4/6/06, you can speak to Chuck Roundy at RC Country Hobby Shop and he will verify membership, supply the gate rules and combination. The combination will not be given out to any MASM club member without signing a copy of the gate rules.

Gate rules are available for download on the Club info page at:

<http://takeoff.to/mather>

Presidents Message

Richard welcomed the members to the May meeting and thanked everyone for complying with the new rules for new business. He also stated that the first month of a gated locked field had passed. Richard's impression is that most members have been working hard to keep the gates locked. However he did find the gate unlocked twice and one lock had been stolen. Richard also had run into some folk's flying at the field that were not members and did not know that it was a membership only flying site. He asked that everyone take the time to read the gate rules and become familiar with them. The gate rules can be obtained at RC Country from Chuck or they can be downloaded or read at our website.

Secretary's Report

Mike was not present at the May meeting but club officers reported that we had 170 paid members to date.

President	Website Manager	Safety Officers	Flight Instructors	
Richard Malinowski 684-6652	Kenny Bemis 363-1971 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	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

Treasurer's Report

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

Safety: FREQUENCY CONTROL was the subject of the evening, there had been a couple of airplanes lost due to pilot's not practicing frequency control at the field. Everyone should utilize the radio impound area and the frequency pin board prior to turning on any radio. Read and follow the field rules posted on the website and at the field to ensure that all flights return to the ground safely. The next subject dealt with full throttle break in run ups in the pit area. This activity poses many risks in the pits and should only be done in the designated areas at the site.

New Members

One new member Arthur Heradon was present and we had three visitors, Ernesto Martinez who was accompanied by his wife and daughter.

Old Business: The site committee met again and stated that the goal was to find property that would be usable as a flying field for a 10 - 20 year period. They also suggested to the full membership that \$500 and a lifetime membership be awarded the person finding the property. Hopefully this will encourage members to start looking around for land that might be available for a field. The general

area of interest lies south of highway 50, east of highway 99, away from any airport and not within 3 miles of an existing site. The school day date and time was announced it will be May 26th, 0900-1300 at the Courtyard School located at 205 24th Street. Contact Dean Raymond at 916-616-6856 if you can participate, remember electric only. Our Open Field day event is still in the need of an Event Coordinator; if you can step up and host this event please contact Richard Malinowski. Dean Raymond announced that the club was invited to participate in the 2007 Capitol City Air Show, good job to all that volunteered this year. The Sunrise mall show will be coming up on June 24th from 100 - 1700, contact Rex Williams Jr. if you plan to participate.

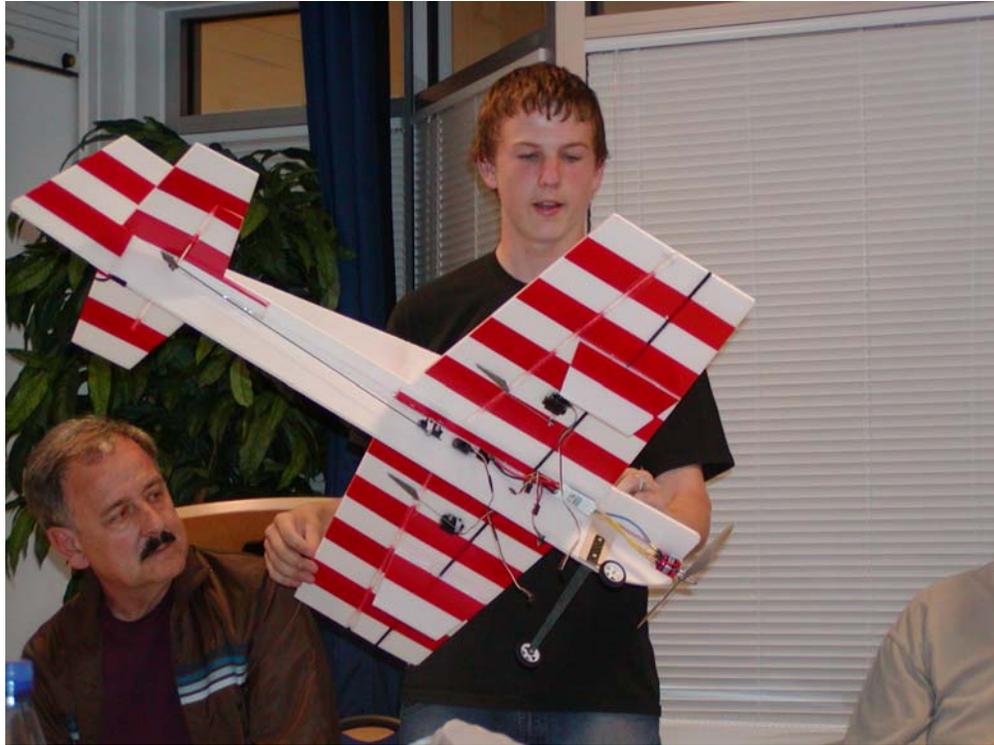
New Business: Dean Raymond announced that the Golden West Fly In was going to be June 9th, 10th and 11th at the Yuba County Airport in Marysville CA. He asked that anyone able to display large scale aircraft contact him at 916-616-6856. The second new business of the evening was the news that our flying rules sign at the field was stolen. This sign is needed to maintain our Gold Leader Club status and needs to be replaced. A motion and vote took place to have Rex Williams Jr. procure a new sign for \$500 or less. The last new business of the evening was the suggestion that any member who has and uses a frequency monitor please display it for all to see. Preferably at the frequency pin board.

Information for the June 1st meeting from the President**URGENT**

We need someone to step up and volunteer to be the host of our Open Field Day, this is one of six events that have been scheduled at our field for this year. Our club has over 170 active members and just one is needed to direct the traffic for this event on August 5th. The Open Field Day is a requirement for our Gold Leader status; please call me at the number below so the wheels can be put into motion for a successful Open Field Day.

All new business unless it is 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



Jason exhibited his Monty with a 2812 Axi motor; it was painted with Krylon shortcuts



Victor took home the Super Tiger GS45



Bob received the Multiplex Easy Glider



Hank scored the Planebender foamy



Jung won the OS glow starter

THANK YOU!



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

The Mather Aerospace Modelers would like to thank Chet and Terry, owners of RC Country, for their continued dedicated support of our club. With your generous contributions and subsidies we have historically had successful raffles at our monthly meetings and events.

Safety: As Simple as ABC

BY DON LOWE

Hi! I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations.

I've written about safety many times in past columns for RCM and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day.

Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, then you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a contest because of a momentary lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged.

How do we improve our chances of safe flight? In mulling over this on the way home I thought about our flight training in the Air Force. We used a check system prior to flight that was simple and easy to remember. Each check list was particular to an individual aircraft design; such check lists are used by full-scale pilots today.

The code I used at that time was CIGFTPR, and I will never forget it. It followed the usual walk-around—inspecting the exterior to see that everything was in place and kicking the tires. Then in the cockpit I went through the list. It goes something like this:

- **C (controls):** Operate the flight controls to observe for motion and direction
- **I (instruments):** Check the instruments to be sure all are functional
- **G (gear):** Landing gear lever down and locked
- **F (flaps):** Flaps are set to proper position
- **T (trims):** Control trims are set properly for takeoff
- **P (propeller):** Propeller controls are set for start up and takeoff
- **R (run-up):** Engine run-up to check proper operation

This system worked well and I'm sure the pre-check saved many an aborted takeoff.

Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using ABC? It's simple and easy to remember. The check would go like this:

- **A (assembly):** Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.
- **B (batteries):** Must be fully charged—very critical to safe flying.
- **C (controls):** Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they are operating and in the proper direction. Just stare at the aileron; did the right aileron deflect up when I commanded right aileron? Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.

Happy flying!

MASM, Inc
RC Flying at its
Best



An AMA Gold Leader
Club

Charter # 1243

May

25-29/ IMAA Rally of Giants @ Castle Airport, Atwater, CA.

27-28/ Pattern @ Fresno Radio Modelers, Fresno, CA.

June

3-4/IMAC @ R/C Flyers Unlimited, Oakdale, CA.

9-10-11/ Rotary Rendezvous @ Reno R/C, Reno, NV.

9-10-11/ 14th Annual NorCal Regional Float Fly @ NorCal R/C Unlimited Flyers, Red Bluff, CA.

10/ T-34 Triangle Series #3 @ SCCMAS, Morgan Hill, CA.

10/ Pattern @ Sacramento Area Modelers, Sacramento, CA.

10/ Float Fly @ Woodard Reservoir - R/C Flyers Unlimited, Oakdale, CA.

16-17-18/ Dan Sullivan Memorial - Scale Masters Qualifier @ Ukiah Prop Busters, Ukiah, CA.

18/Sport Competition Fun Fly @ Mather Aerospace Modelers, Sacramento, CA.

18/ Scale Fun Fly @ Vaca-Valley R/C, Vacaville, CA.

18/ Fathers Day BBQ Fly-in @ R/C Flyers Unlimited, Oakdale CA.

24/ Mall Show - Mather Aerospace Modelers @ Sunrise Mall, Citrus Heights, CA.

24/ Washoe Lake Float Fly @ Reno R/C Reno, NV.

24/ Mid Summer Tailgate Swap Meet @ Wine Country Flyers, Santa Rosa Veterans Memorial
Complex, Santa Rosa, CA.

24-25/ Giant Scale Fly-In @ SCCMAS, Morgan Hill, CA.

24-25/ Q-500/QM-40 Race @ Valley Flyers, Sepulveda Basin, CA.

24-25/ IMAC @ Whittier, CA.

25/ Presidents Cup Warbird Race @ Sacramento Area Modelers, Sacramento, CA.

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

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