



Hangar Talk

Volume 16, Issue 3

March 2005

****!** NEXT CLUB MEETING: Thursday
March 24th 2005 at Johnsons Auto Plaza located on the corner of 136th and
US HWY 85, 7:00 p.m. ****!******

DUES ARE DUE

Bring current AMA card and DUES to the meeting

Meeting Minutes

Miniature Aero Sportsters

Meeting Minutes February 24, 2005

Welcome New Members & Visitors – No one new this month!

Members in Attendance – This month's meeting attendees were:

Dannie Fourroux	Lee Overholt
Ron Martin	Tom Glaess
Andy Prideaux	Gary Hodges
Dennis Lesondak	Greg Hight
Earl Keffer	Bob Bubnich
Barry McGee	Derek Bubnich
Roy McGee	John Fletcher (welcome back!)
Louise McGee	Bill DeWald (would a meeting be complete w/o you?)
Bob Sherman	
Vince Gutschalk	

Treasurer's Report

- MAS Regular Account - \$3914.40
- MAS Runway Account - \$5874.96
- MAS Savings Account - \$2383.60
- Total \$12172.96
- Disbursements for the month: Gary Hodges \$77.88 (newsletters)
Target \$30.27 (ink cartridge)
Creative Awards \$11.49 (name tags)

Solo Flight – Derek Bubnich received a certificate for his first solo flight! Way to go Derek!

Non-Profit Status – Michelle has filed the articles of reinstatement with the state to reactivate our non-profit status. We'll keep you updated with the status when she hears more back from them.

Membership Dues – A request was made that we provide documentation on the increase of our membership dues. It is not specifically listed in any of the minutes or newsletters, but it was brought up at the July 2003 club meeting. There was a specific note listed at the end regarding this. "A special thanks goes out to Gary Hodges for rounding up all the members who attended this meeting! ☺ Boy when you mention dues increase, the hair on everybody's neck stands up! Ha Ha Anyway, thanks to everyone to came out to the field. It was great to see everyone." Michelle doesn't keep the papers notes are taken on once minutes are typed up. However, from this point on, scratch notes will be kept in each month's file for any reference needed. The board and officers will address the issue of this year's increase and present a resolution at the March meeting.

Maintenance – We've been discussing getting a log splitter to split a lot of those large logs we have out at the field. The cost is reasonable, \$80 for 24 hours. No motions were made to rent one at this time, but it's still on the table for discussion. As far as the runway, it's too early in the season to look into doing any maintenance. As Johnn Dodge offered before, he will be checking with a contractor that will be working with Johnson Auto Plaza to see if we can work out a good deal for sealing or repaving the runway this spring or summer.

At our last meeting we passed a motion to put up a chain with a no trespassing sign on it at the field entrance. However, we've heard through the grapevine that Roger George is going to be donating a gate for the entrance to be used with a lock as we have in the past. Thank you very much for your generosity Roger! As far as the combination to the lock goes, it was stated in the January meeting that it would remain the same as the 2004 combination. We do need to contact the oil company once the gate is put up to let them know the combination is still the same and verify the one they have. If someone would give Michelle the name and number of the company, she will gladly call them, or if one of you has the information and feel compelled, that's okay too. Just let one of the officers know that you have contacted them so we can check that off of our "to-do list."

It was brought up the club should have some bug repellent at the field available for use by members. Johnn Dodge will be donating some repellent and supplies of that sort this spring and will be available in the building at the field. Please remember to leave these items at the field for all members to use.

A big, big thank you to Dennis Lesondak! He has donated a 12V compressor to the club for member use.

AMA Charter (FYI) – Michelle has the 2005 charter packet. The forms have been filled out for the most part. We need to include the GPS coordinates on a separate form as required by the AMA. The packet should be returned to the AMA with the fees for doing so the first week of March.

Safety Coordinator - The AMA is now requiring that all clubs have a safety coordinator. The named person will be included with the annual charter packet. This person must have e-mail available to receive periodic updates from the AMA concerning safety. Rick Nelson has been our safety officer in the past and has offered to continue this responsibility. His name and information will be included in the charter papers.

It was also brought up that each and every member should feel empowered to enforce our club's safety rules. There are usually several members out at the field on busy flying days; if you feel you need "back-up" please ask another member to help you out if necessary. Any breach of safety rules should be reported to a club officer or board member. This will allow the board to track instances where safety rules are not being followed to either take any necessary action with a club

member or if it's something that is happening a lot, perhaps we need to address it as a club at one of our monthly meetings. Either way, this is your club so let's keep it safe for everyone!

Flyers – Several clubs have tri-fold, color flyers advertising their clubs. Vince Gutschalk and Gary Hodges are going to try and put something together that we can leave at local hobby shops to pass out to prospective members.

Club Apparel – The AMA included flyers for screen-printing and embroidery club apparel items. Some of our longtime members have items that were made up in the past. Vince is going to check on some prices to have some hats or shirts or the like made up for our club. The company the club used before should still have our artwork, so that should save on the cost. More to come on that in a future meeting...

Kids Day – We have had a lot of success with this type of event in the past and it's time to start planning another one. No date was set but let's all put our thinking caps on to come up with a date for this spring or early summer to have one. Everyone seems to be in agreement with this idea.

When it's decided, we will be contacting local newspapers in an effort to publicize these types of events more effectively. Not sure if the Denver Post would cover it, but we could certainly try with the Aurora Sentinel, the Brighton Standard Blade, and newspapers in Thornton, Northglenn, Westminster, etc.

Fun Stuff – A good idea was brought up to do some crossing over with other clubs. This could mean inviting other clubs down to our field for a day of flying or visa versa, us going to their field. Andy Prideaux recently flew out at Boulder's flying sight and thought it would be a good idea to check with them. He's going to attend their next meeting and bring it up there. If you have any idea for a club invitation, please contact one of the club board members or officers and we'll see what we can't do to get something arranged.

Raffle – We had three items to raffle this month. Roy McGee won a battery analyzer, Greg Hight won a battery charger, and Earl Keffer won a gallon of the Hogan's r/c moonshine! Congrats to this month's winners. :-)

From the editor

If you were at the last meeting safety came up as a topic. We do have a club Safety officer Rick Nelson, but it is also up to each and every one of us to observe safety out at the field. We all must coach our fellow members into practicing good safe flying practices. Since we are nearing Spring I thought it would be good to remind us all of the rules. Just in case you forgot they are posted on the very large white metal boards with the red writing by the radio impound area. I won't run through them all but here are some ones that I think need reminding after observing the flying at the field lately. Call your take offs and landings, here is a good opportunity to use that good and loud voice of yours. Even if you're the only one flying, call your take off and landings to alert others to your intentions. You never know who might be getting ready to taxi out. Speaking of taxiing out, be sure and check the runway in both directions before calling your take off intentions. Make sure that there is no plane turning on final. Always take off and land into the wind. This one is a no brain'r guys, just common sense. If you have trouble landing from one direction, don't land with the wind to correct your problem. Practice the turn to the runway that you are having trouble with. If you don't feel comfortable practicing, grab me or someone else we will be more than willing to help. That is how I learned to do landings from both directions. Once you take off join the "race track" pattern going around. Don't just fly up and down the runway going against the traffic, this will lead to a mid-air. Sure you are free to fly around and do all sorts of maneuvers but keep with the flow of traffic. Think of it as going the wrong way on a NASCAR track, the conclusion will be a crash. Remember, have fun, fly safe, planes are expensive. The wife you might have to explain a crash to may be yours.

Links about flying site safety: (Requires Adobe Acrobat to read)

<http://www.modelaircraft.org/PDF-files/105.pdf>

<http://www.modelaircraft.org/PDF-files/106.pdf>

For the good of the Club

LESSONS FROM THE GEESE:

As each goose flaps its wings, it creates an "uplift" for the bird following. By flying in a V formation, the whole flock adds 71% flying range than if each bird flew alone.

LESSON: People who share a common direction and sense of community can get where they are going quicker and easier because they are traveling on the thrust of one another.

Whenever a goose falls out of formation, it suddenly feels the drag and resistance of trying to fly alone, and quickly gets back into formation to take advantage of the "lifting power" of the bird immediately in front.

LESSON: If we have as much sense as a goose, we will stay in formation with those who are headed where we want to go.

When the lead goose gets tired, it rotates back into the formation and another flies at the point position.

LESSON: It pays to take turns doing the hard tasks and sharing leadership with people as geese, interdependent with each other.

The geese in formation honk from behind to encourage those up front to keep up their speed.

LESSON: We need to make sure our honking from behind is encouraging-- not something less than helpful.

When a goose gets sick or wounded or shot down, two geese drop out of the formation and follow it down to help and protect him. They stay with the goose until it is either able to fly again or dies. They launch out on their own with another formation or catch up with the flock.

LESSON: If we have as much sense as geese, we'll stand by each other like that.

...Author Unknown

DUAL RATES - the Good, Bad, and Ugly

by Clay Ramskill

<http://www.mindspring.com/~cramskill/inkclay.htm>

Usually found on radios with 6 or more channels, dual rates allow you, with a flip of a handy switch, to change how much servo response you get from a movement of your control stick. There is a switch for each channel involved, and an adjustment for each which allows you to "dial in" how much less response you'll get with the dual rate "on".

Dual rate use is fairly simple - with the dual rate "off" you get normal response; that is, full servo rotation with full stick deflection. Turning dual rate "on", you get only a certain percentage of the servo rotation you would normally have had at any stick deflection. That percentage is what you control with the adjustment on the transmitter. This is a nice capability - your plane can be set to be wildly responsive for aerobatics, yet with dual rates on, you can still fly very smoothly, for landing, for instance. Pattern fliers use this a lot.

THE GOOD. You could set your plane up such that with dual rate on, the elevator travel isn't enough to stall the plane, allowing smooth, stall-free flight. Turning the rate back up then would allow such maneuvers as snaps and spins. Some folks use dual rates for landing only, to stop overcontrolling at slow speeds. Dual rate capability is super for test flying a new plane, when you're unsure of just how responsive the plane will be. The possibilities are near endless.

THE BAD. The radios with dual rates cost extra bucks. You have more switches to twiddle with, and to check before flight. And in dual rate, you're not using all your servo travel - they will not be as accurate as they are using full travel, nor as powerful.

THE UGLY. The problem is, that you get used to having a certain response from your plane, and expect that response all the time. With dual rates in use, you must remember whether you're "in" or "out" at all times so you know what responses your plane is capable of. A BUNCH of planes have been crashed that way; the pilot wondering why his plane wouldn't pull out of a loop like it normally did! Or on dual rates, the plane couldn't respond quick enough to overcome some turbulence on landing.

The Bottom Line. If you have dual rates and use them, you've got to know at all times where those little switches are set. If you don't use them, set them such that if the switch is turned on, you still have 100% travel; that way, it doesn't matter where the switch is. NEVER set the rate such that the plane is unflyable or only marginally controllable with dual rate "on". You all know how Murphy's Law works, right?



Classifieds:



Sig Somethin' Extra

- Ready-To-Fly except no engine or Rx.
- 5 Futaba S3004 servos
- 4-Cell Rx. Battery

\$50

Hitec Feather Rx. 4 Channels, extremely light weight. Channel 34.
Negative Shift (for Hitec and Futaba)
\$10

ModelSport Videos

- **All videos are 2 hours long. Most are VHS, two of them are DVD.**
- **Exact content can be found at www.modelsport.com**
- **\$2 each**
- **Editions:**
 - **MS0202** - engine reviews, jet event, helicopter review, ARF reviews, Dremel tools
 - **MS0302** - ARF reviews, gas engine review, helicopter review, B-17 build part 1
 - **MS0304** - Glider tow event, spray painting, electric racing, engine review, autorotate clinic, ARF reviews
 - **MS0305** - ARF reviews, engine and muffler reviews, B-17 part 2, helicopter review
 - **MS0401** - RCHTA International RC Hobby Show , B-17 part 3, engine reviews, ARF reviews
 - **MS0402** - full scale and ARF Ryan STA, B-17 part 4, park flyers, radio reviews, engine reviews
 - **MS0403** - Fun Fly event, ARF reviews, engine review, servo repair, helicopter reviews, park flyers
 - **MS0404** - Glider Tow event, ARF reviews, engine reviews, canopy forming, radio review
 - **MS0501** - ARF reviews, model show event, fiber glass repair, engine reviews, radio reviews
 - **MS0502** - float planes, B-17 part 5, Toledo trade show, engine reviews, servo programmer
 - **MS0503** - B-17 part 6, 3D plans and helicopters, SEFF event, engine reviews
 - **MS0601** - B-17 part 7, engine reviews, huge amount of the last TOC coverage. **(DVD)**
 - **MS0602** - B-17 part 8, engine review, ARF reviews, radio reviews, Chicago hobby exposition
 - **MS0701** - engine reviews, B-17 flight, ARF reviews, fun fly event **(DVD)**

Please contact Tom Glaess email at tglaess@comcast.net if you're interested.

I have many other pictures of the plane I can send via email or we can meet at the field if you'd like a closer look.

World Products Midget Mustang 60-90 size plane only **\$50 obo**
 Great Plane Cub clipped wing, Super Tigre (Italian) engine included 61 40-60 size **\$100 obo**
 Super Tigre 61 (Italian) **\$50**

Contact: Gary Hodges email at gbhodes58@msn.com

CLUB OFFICERS

President	Johnn Dodge
VP	Andy Prideaux
Secretary/Treasurer	Michelle Dodge

BOARD OF DIRECTORS

Earl Keffer
Tom Glaess
Steve Schwandt
Gary Hodges

UPCOMING EVENTS

March 24 th	Meeting	7:00 pm
April 28 th	Meeting	7:00 pm
May 26 th	Meeting	7:00 pm
June 23 rd	Meeting	7:00 pm
July 28 th	Meeting	7:00 pm
August 25 th	Meeting	7:00 pm

DIA Weather Line

303-342-0838
 (Wind direction and speed will be given)

WEB page:

<http://home.comcast.net/~tglaess/>.



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Serving the Northeast Denver Area the Miniature Aero Sportsters flying site sits on 100 acres with a 400 foot paved runway. The club is open to all who have a current AMA membership. The Miniature Aero Sportsters consists of a group of individuals with a common interest in radio control aircraft. Club meetings are on the 4th Thursday of the month at Johnson Auto Plaza is located at 12410 E. 136th Ave., at the corner of Hwy 86 and 136th Ave. Meetings start promptly at 7:00 pm. All M.A.S. club members are encouraged to attend meetings, and to become actively involved in the club's activities. Annual membership dues are \$90. There is a \$100 runway fee charged to all new members. For membership information email us at miniatureaerosportsters@msn.com. Or stop by the field on any Saturday or Sunday.

All articles or items of interest should be submitted to me by the 1st Wednesday of the month. Newsletter editor (that's ME) reserves the right to accept, refuse and edit all articles submitted for publication. Articles or items submitted after the deadline will be included in the following month's newsletter. Send or deliver articles to:

Gary Hodges
gbhodes58@msn.com

Published articles reflect the author's opinion and may or may not reflect those of the club in general, its officers, or the newsletter editor.

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