

Club Officers

President
Brad Davy

Vice President
Ron Grimm

Treasurer
Vivian Borton

Recording Secretary
Bill Mackenzie Jr

Membership Secretary
Butch Belote

Sr. Advisors
Adam Strausner
Dave Kalins

Additional Contacts

Field Marshal
Ron Grimm
Safety Officer
Ron Grimm

Flight Instruction Coordinator
Brad Davy

Instructors
(IP=AMA Intro Pilot)
Brad Davy—IP
Jim Cokonis—IP
Rich Ossana—IP

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The AVIATOR

The Official Newsletter of the
Frederick Model Aircraft Club, Inc.

Jan-Feb-Mar 2007

**Flight Training begins
April 7th, 9 am, Warner**



PRESIDENTS PODIUM

Welcome back to FMAC for 2007!

Butch tells me that we've had a little less than 2/3 of our members renew so far. If your part of the minority that has not yet renewed, I hope you are planning to renew and are simply procrastinating. Right now membership dues and contributions are the club's sole source of income, so it's imperative that we maintain sufficient numbers to remain solvent.

If you find yourself in the group of people that are not planning to renew, I am sorry, and hope you realize that you will be missed. I would invite you to contact me (call at 301-662-7274, email at president@frederickmodelaircraftclub.org, or even try carrier pigeon) and let me know if there was something missing from your club experience. It's important that we work to make the club what the members want it to be.

I spend quite a bit of time browsing Rcuniverse.com for ideas, suggestions, and potential trouble spots. I'm always amazed at the diverse nature of this hobby we love so much. Different people choose different activities at different times. Whether you're a scratch builder, kit builder, ARF flyer, RTF flyer, electric, glow, gas, sail, 3D, pattern, sport, helicopter, indoor there seems to always be something new to try.

For those that missed the Winter Banquet, we had a great dinner, and the presentation by Maynard Hill was fascinating. Even my wife enjoyed it.

Our next meeting will be in March, and I hope everyone will come, help us plan 2007, and bring along your latest project(s) to show off. I'm sure there are a number of new planes coming out of the winter building season.

See you at the field!

Brad Davy
President, Frederick Model Aircraft Club

IT'S TIME TO GET YOUR AMA & FMAC MEMBERSHIP RENEWED.

If you do not have your membership renewed, you cannot be allowed to fly at either of our flying sites for lack of insurance coverage.

Nobody wants to deny you the privilege of flight.

THE CLUB MEMBERSHIP FORM, NEW OR RENEWAL, IS ON PAGE 6



FMAC Board Meeting : Nov.15, 2007

Meeting brought to order at 7:30 PM. By President Brad Davy.

Six Board members present for this meeting.

Toms Creek field is still useable by FMAC members.
The club no longer pays for the Port-A-Potty.

The Club Banquet will be on Jan.20, 2007 at the Cozy restaurant 30 members will attend .
6:00 PM to 7:00 PM social gathering.
7:00 PM to 8:00 PM Banquet.
8:00 PM to 9:00 PM Program.
9:00 PM to 9:00 PM Program, question and answer,
Short meeting.

The Club will send for an application package for the Take Off and grow program as seen in the Jan. AMA magazine.
January News Letter will be printed and sent to the members.
Next Board meeting will be Feb 12, 2007 at 7:00 PM.
Next regular meeting will be Mar. 19, 2007 at the Church starting at 7:30 PM.

Remember to bring something for show and tell or to sell or swap.

Submitted by: Bill Mackinzie

FMAC BOARD MEETING: Feb 19, 2007

Meeting brought to order by President Brad Davy.

Six Board members were present for this meeting.

There were no changes to the last Board Meeting Minutes.

Vivian presented the treasurers report. Itemized the coming year expenditures and listed moneys dispersed.

Butch reported on those members that have not yet renewed their membership for 2007. To date 40 members are paid up.

The club will have an open house on June 2, 2007 at Warner Field.

Schedule for Meetings is as follows.
Mar. 19, 2007 General Membership.
Apr. 16,2007 General Membership
May.21,2007 General Membership
Jun. 2, 2007 Open House and Fun Fly.
Jul. 4, 2007 Fun Fly (Cook Out)
Aug. 25, 2007 Fun Fly.

Meeting Adjourned.
Submitted by Bill Mackinzie

Newsletter Volunteers

Cam & Bill Louden
Supplies and Duplicating

Don Borton
Editor

Don & Viv Borton
Labeling and Mailing



Website

Webmaster
Butch Belote



To be added to our e-Newsletter notification list
Send an e-mail to:
webmaster@frederickmodelaircraftclub.org
Please state your name and club affiliation, if any

From The Eagle's Nest, St. Clair County, Michigan\

Flight Trimming
Submitted by Jack DeLisle

Proper Center of Gravity (CG): Method A

Roll model inverted.

- A. Slight down elevator required for level flight—no adjustments.
- B. Significant down-elevator required to sustain level flight—move battery pack backward.
- C. No down-elevator required to sustain level flight—move battery pack forward.

Proper CG: Method B

From level flight, roll model to a knife-edge.

- A. Model falls without dropping nose or tail—no adjustments.
- B. Nose drops—move battery pack backward.
- C. Tail drops—move battery pack forward.

Engine thrust up/down

From level flight out around 100 yards, pull to a vertical climb directly in front of you, release sticks and observe deviations.

- A. Model continues straight up—no adjustments.
- B. Model pitches toward wheels—decrease down thrust.
- C. Model pitches toward canopy—increase right thrust.

Engine thrust- left/right

Fly model straight and level into the wind and pull vertical.

- A. Model continues straight up—no adjustments.
- B. Model veers left—increase right thrust.
- C. Model veers right—decrease right thrust.

Knife-edge flight—pitch

Fly model into wind, maintaining knife-edge flight with minimal rudder. Do this from each direction.

- A. Model continues on knife edge without deviation—no adjustments.
- B. Model pitches toward landing gear—mix in up-elevator with rudder.
- C. Model pitches toward canopy—mix in down elevator with rudder.

Knife edge flight—roll

Fly model into wind. Do this from each direction, maintaining knife-edge flight with minimal rudder.

- A. Model continues on knife edge without deviation—no adjustments.
- B. Model tries to roll—mix in opposite aileron with rudder.

Aileron differential

Fly model level heading into the wind or downwind. Pull to a 45-degree climb, and roll with aileron.

- A. Model rolls without yaw—no adjustments.
- B. Model exits yawed in opposite direction of roll—increase differential. Increase up throw on aileron.
- C. Model exits yawed in direction of roll—decrease differential. Decrease up throw on aileron.



Club Officer Protection
by Carl Maroney, Special Services Director

Question: Our club officers recently entered into a discussion on what protection the AMA provides for them, if any, above the standard AMA member coverage when acting as officers of the club. I cannot find many details in this area, except for where the club charter kit (page 12) refers to this subject stating the following:

“B. FOR PERSONS-as to liability for conduct associated with the club/chapter activities. Such persons include:
1. Any chartered club/chapter officer (each of whom must also be an AMA member) as defined in the scope of the position and in the performance of related duties.”

Can you further elaborate or refer me to where I can find information on the exact coverage applied to the club officers?

AMA Response: Club officers have the same coverage as all AMA members. That coverage is \$2,500,000 per occurrence (accident). The AMA policy does insure the “vicarious” liability (that is the officer’s responsibility for acts of others) or direct liability exposure for allegations of negligence resulting in injury or damage.

An example of this might be an accident injuring another member and the injured member makes a claim or suit against both the pilot causing the accident and club officers for failure to maintain site safety or other negligent acts that contributed to the accident.

Club officers are protected in their roles as officers for claims resulting in bodily injury or property damage, but do not have any special or additional coverage under the AMA policy. An officers homeowner’s coverage or separate club insurance policy would provide “primary” coverage while AMA coverage would be excess of that coverage.

The officers may be subject to claims alleging discrimination, lack of due process (i.e. member expulsion from club), or other situations where no injury occurred, and the claim is based on decisions or procedures initiated by club officers.

The AMA policy does not insure these kinds of claims and the club may want to consider purchase of Directors and Officers Insurance from a local agent to insure this risk. Most states allow broad immunity to officers of nonprofit organizations and you may want to consult your attorney to learn more about protection in your state.

Carl P. Maroney
Special Services Director
cmaroney@modelaircraft.org
(765) 287-1256, ext. 250

ATTENTION CLUB MEMBERS WHO ARE ALSO IMAA MEMBERS.

PLEASE eMail YOUR NAME AND YOUR 2007 IMAA MEMBERSHIP NUMBER TO DON BORTON ASAP.

WE NEED A MINIMUM OF 5 CURRENT IMAA MEMBERS TO RECHARTER.

An emergency meeting of the Board of Directors was called by President Brad Davy to discuss a letter from one of the neighbors at the Warner Flying Field. The letter asked that the Club's

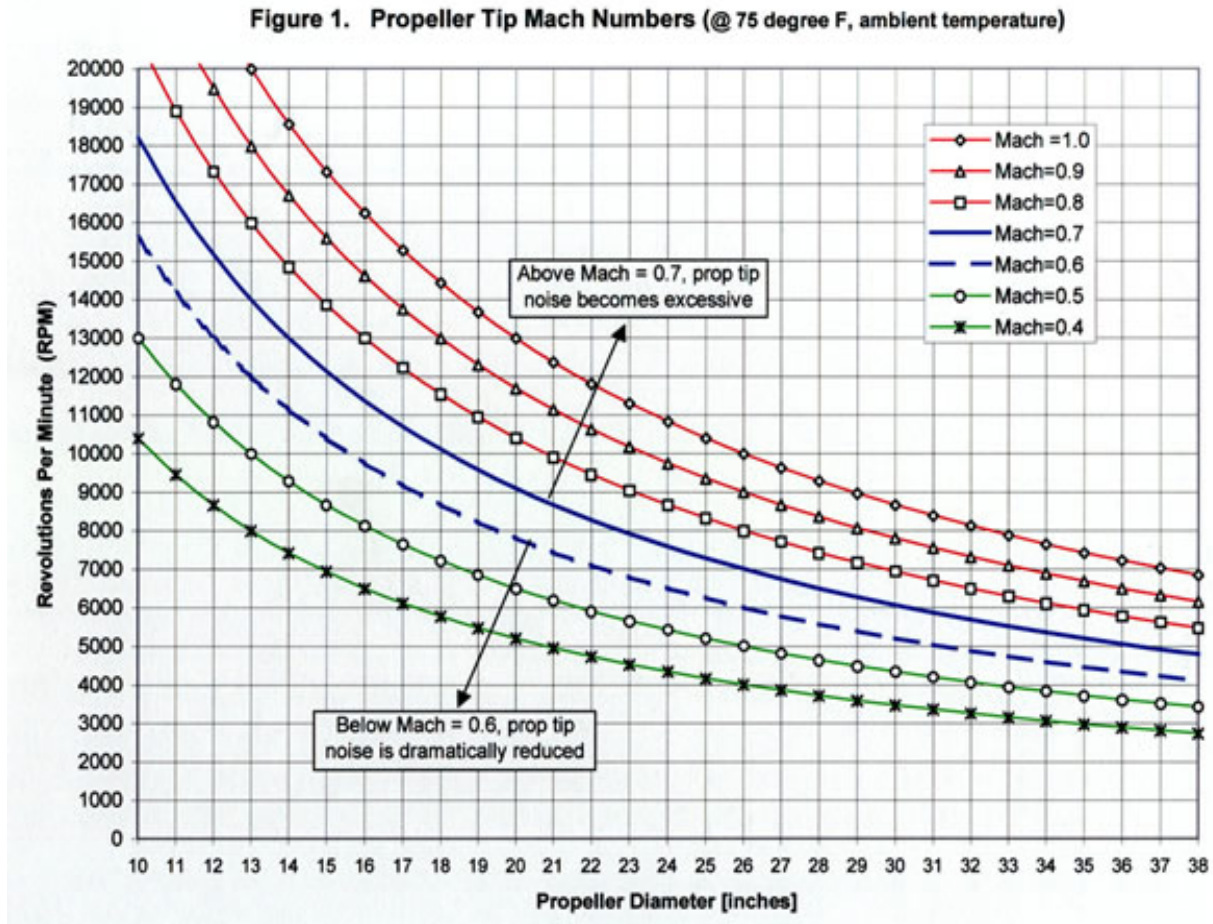
A plan to address this problem is as follows:

1. E-Mail the club membership to attend a test fly of aircraft at the field on Sat. March 17, 2007 at 10:00 AM weather permitting.
2. Determine the sound level at the property line of this neighbor to make sure it is within the 65 dbls limit.
3. Fly one airplane, then several airplanes at various places. Document the findings available at the field but do not publish them to the surrounding neighbors.
4. Let the members know so we can discuss all this at our next meeting.

1. What will our options be if we don't meet the 65dbls?
2. Have a flag man to show pilots the outer boundary of our flight area so pilots can be trained to stay inside it.
3. Reduce noise level of engines.
4. Use Land Fill area for a flying site.
5. Do any of the club members know any Frederick Co. Commissioners we might ask for help in identifying another flying site, if needed?

Meeting was adjourned at 8:00 PM

Submitted by Bill Mackinzie





Frederick Model Aircraft Club, Inc.
2007 Membership Renewal and Application

Name: Address: Phone: Date of Birth: e-Mail: City: ST: ZIP:
Renewal Member Since:
Phone: (H) () - (W) () -
AMA#: DO NOT SEND COPY
Radio Channels Used:

The Club Newsletter is available for viewing and downloading via our website: www.FrederickModelAircraftClub.org

All members are expected to help with club activities. What areas would you like to help with?

- Training/Help with training
Ground Crew/Maintenance
Programs and Presentations
Fund Raisers
Flea Market
Wings of Freedom Air show
Help Organizing/Run Events
Fun Fly's
Other

Membership Fees table with columns: Membership Fees, January 1, 2007 to December 31, 2007, Amount. Rows include Adult Membership, Senior Members, New Member Application Fee, etc.

ALL renewals for the current year are due before March 1st. Renewals received after that date are considered new and the applicant will have to be voted in and pay the \$10.00 Initiation Fee.

Conditions of Membership

I hereby agree to comply with the current Academy of Model Aeronautics' (AMA) Safety Code(s) and Frederick Model Airplane Club, Inc. (FMAC) Rules and Regulations. I also agree that I will comply with all changes and modifications that may be made to the AMA Safety Codes and the FMAC Rules and Regulations.

Applicant: Date: / /

Legal Guardian if under 18: Date: / /

Mail completed application with your current AMA membership information to:
FMAC Membership - c/o BUTCH BELOTE, 4834 OLD SWIMMING POOL RD., FREDERICK, MD 21703.
Makes checks payable to "Frederick Model Aircraft Club" or "FMAC"

FMAC memberships are not valid until we have verification of your 2007 AMA membership
- We verify each club member's AMA membership electronically with AMA -

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AIRCRAFT NOISE AND ITS REDUCTION

There are several definitions of noise. One is the dictionary definition: from the Latin *nausea* (nausea): “any sound that is undesirable or interferes with one’s hearing of something; sound, especially one that is noticeably unpleasant.” Then there is the definition of some property owners who live adjacent to an RC flying field: “that #%\$&*(&^%\$ sound that starts every time they start up those %\$(&*^@#\$ model airplanes.” So...whether to avoid nausea or to sooth ticked off property owners, it would seem best to try and reduce the noise levels that our RC aircraft produce. Noise reduction may also be a requirement due to local noise level ordinances/laws.

Model aircraft noise can be generated from several sources: the type of engine; the muffler system, if any, used; the propeller; the carburetor; the airframe; the flight pattern; and, the way the AC is flown. Each of these is amenable to corrective change. Each corrective change will perceptively reduce your AC noise level.

The Flight Pattern. Even a “quiet” AC can become a nuisance if flown over a property *owner’s* house, or near enough to be heard from his armchair next to the pool where he is entertaining visitors, or, near enough to his bedroom window that he can’t sleep in on a Sunday morning. Every club that has a flying field should have its flight pattern posted at the field such that all flyers know the rules and where not to fly their AC. Know your pattern and stay within it.

Fly Responsibly. Fly your AC responsibly. If you must push the flight pattern limits at the peripheries, then keep you AC high up and keep yopur throttle down. Reserve your full throttle, extreme flight activities to the airspace in close to the runway.

Muffle Your Engine. If you have a muffler with an internal baffle, leave the baffle in. If you have taken it out, put it back. If you don’t have a baffled muffler, get one appropriate to your engine and get it mounted. Talk to some of the more experienced club members regarding methods for providing additional silencing (more baffling, employing a secondary muffler (can), etc.). There are limits on how much muffling can be done before you begin to loose power, Find this limit for each of you AC.

Propellers. “The only place a noisy prop is appropriate is at a full-scale air show.” (IMAC Sound Team Task Force). Props become very loud at rotational speeds above .7 Mach, well below the speed of sound. So, choose a propeller that gives the appropriate amount of thrust with reduced rotational speed. Try moving up in prop diameter. Try switching from a 2-blade to a 3-blade prop (while 3-blade props emit higher frequency sound, it dissipates airborne over a much shorter distance). For an AC with a canister muffler system, adding a 3-blade prop makes for the quietest setup currently available.

Carburetor. Some engine manufacturers offer a carbon fiber intake, which changes the airflow into the carburetor ninty degrees, and the air intake points to the rear of the plane. This system reduces the intake and reed noise substantially, while smoothing out mid-range performance. Fortunately many of our engines use the same carb, so one manufacturer’s product may fit other offerings as well. (IMAC Sound Task Force Committee).

Airframe. Anything on an airframe that is loose and can vibrate, or has a gap, is a potential source for noise generation. Most airframe noise is high frequency and fades quickly over distance. Unfortunately, airframe noise can affect sound readings taken of the place when it is at, or near, the ground and at short distances (like the AMA 9-foot static readings).

Type of Engine. As a general rule, 2-stroke engines are inherently louder than equivalent 4-stroke engines.

The magic never exceed static sound level for your AC is 96 dBA, and airborne probably 65 dBA at property lines.

2007

March	<p>10th - Lebanon Flea Market - Central Penn Aeromodelers - Lebanon, PA (9:00 'til 3:00)</p> <p>19th - FMAC General Club Meeting - 7:30 at the church</p>
April	<p>7th - Flight Training at Warner Field - 9:00-12:00</p> <p>14th - Flight Training at Warner Field - 9:00-12:00</p> <p>16th - FMAC General Club Meeting - 7:30 at the church</p> <p>21st - Flight Training at Warner Field - 9:00-12:00</p> <p>28th - Flight Training at Warner Field - 9:00-12:00</p> <p>28th - Scotland Flea Market</p>
May	<p>5th - Flight Training at Warner Field - 9:00-12:00</p> <p>5th & 6th - BASS, 2007 East Coast Hand Launch Classic</p> <p>12th - Flight Training at Warner Field - 9:00-12:00</p> <p>16th thru 19th - Joe Nall Fly-In, Woodruff, SC</p> <p>19th - Flight Training at Warner Field - 9:00-12:00</p> <p>21st - FMAC General Club Meeting - 7:30 at the church</p> <p>26th - Flight Training at Warner Field - 9:00-12:00</p>
June	<p>2nd - FMAC Fun Fly at Warner Field</p> <p>9th - Flight Training at Warner Field - 9:00-12:00</p> <p>23rd - Flight Training at Warner Field - 9:00-12:00</p> <p>23rd - Airplanes of the World III</p> <p>30th - Flight Training at Warner Field - 9:00-12:00</p>
July	<p>4th - FMAC - Independence Day Fun Fly at Warner Field</p> <p>7th - Flight Training at Warner Field - 9:00-12:00</p> <p>14th - Flight Training at Warner Field - 9:00-12:00</p> <p>21st - Flight Training at Warner Field - 9:00-12:00</p> <p>28th - Flight Training at Warner Field - 9:00-12:00</p>
August	<p>4th - FMAC Fun Fly at Warner Field</p> <p>11th - Flight Training at Warner Field - 9:00-12:00</p> <p>18th - Flight Training at Warner Field - 9:00-12:00</p> <p>25th - Flight Training at Warner Field - 9:00-12:00</p>
September	<p>4th - FMAC Fun Fly at Warner Field</p> <p>11th - Flight Training at Warner Field - 9:00-12:00</p> <p>18th - Flight Training at Warner Field - 9:00-12:00</p> <p>25th - Flight Training at Warner Field - 9:00-12:00</p>
October	<p>1st - Flight Training at Warner Field - 9:00-12:00</p> <p>7th thru 9th - Bealeton Fly-in</p> <p>8th - Flight Training at Warner Field - 9:00-12:00</p> <p>15th - Flight Training at Warner Field - 9:00-12:00</p> <p>22nd - Flight Training at Warner Field - 9:00-12:00</p> <p>29th - Flight Training at Warner Field - 9:00-12:00</p>
November	
December	

The Aviator

**Don Borton, Editor
Frederick Model Aircraft Club Inc.
1339 Butterfly Lane
Frederick, MD 21703**

FLIGHT TRAINING BEGINS APRIL 7, 9 AM, AT Warner Field

The Aviator

**FMAC is now flying at Toms Creek, Emmitsburg and at Warner Field, Frederick
CALL ONE OF THE BOARD MEMBERS FOR DIRECTIONS TO
TOMS CREEK FIELD WARNER FIELD
Website—<http://www.frederickmodelaircraftclub.org>**

