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Ron Grimm

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IP

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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.

April-June 2007

**SECOND ANNUAL
OPEN HOUSE \ WARNER FIELD
JUNE 16—10:00-2:00**

*www.Frederick Model
Aircraft Club.org*

FOUNDED 1939



PRESIDENTS PODIUM

I hope this issue finds everyone ready for an enjoyable flying season. Things are going quite well for the club right now, but we're not out of the woods yet. Warner Field is in excellent shape, and I've heard (but not seen this year) that Tom's Creek may finally be drying out a little. We have a good handle on the noise situation at Warner Field, and we should be in good shape as long as everyone is attentive and does their part. In addition, Woody Cahall has loaned us a sound meter from the Airplane Owners and Pilots Association that has a jack we can use to record sound surveys. We'll be using it to establish some baseline sound profiles, and keeping those as records.

When I said we're not out of the woods, I was referring to our financial situation. As I have previously said, we need to identify means to get the club on solid financial footing. By that I mean self-sustaining through membership, fund-raisers, or both. We've cut expenses as far as we can. For those that want a port-a-pot at Warner Field, we'll get one when we can afford to have it serviced on a regular basis. Landing fee donations (\$1.00/day voluntary) are helping a little, but we may need to seriously consider raising dues next year. I raise this now so we can begin discussing it.

I hope everyone has June 16 circled on their calendar. That's our Second Annual Open House. We'll be holding it at Warner Field, and I hope to get good participation from both the club and the community. We were lucky to be selected by the AMA for a Takeoff and Grow event, and I want to live up to the AMA's expectation. This will be a premier opportunity to attract new and active members into the club.

My goal this year is for us to qualify as an AMA Leader Club. So far, I think we are well on our way, and may even qualify for Silver status. That's a real achievement for the club.

I hope to see everyone at the field at one point or another.

CHECK OUT THE AUCTION PAGE ON OUR WEBSITE FOR SOME REAL BARGINS! ALL ITEMS WILL GO TO THE HIGHEST BIDDER...

NOTICE

FMAC has been officially recertified as

IMAA Chapter 448

Our thanks to all who made this possible. "Bigger is Better".
See p.8 for IMAA Membership Form



Security Advisory Reminder

As a service to our members, and as part of our ongoing efforts to work cooperatively with all agencies responsible for the security of our nation, we are providing the following information. The content of this document was last presented on the Academy of Model Aeronautics (AMA) web site in 2003 and is issued again here for all to review.

In the event you are approached by anyone representing a local, state, or national agency responsible for national security, we recommend and encourage your cooperation.

Once the representatives have established their identity, and any legitimate officer or investigator will do this, cooperate by answering their questions honestly, politely, and with care. Please take these inquiries seriously, and don't forget the impact your answers and attitude could have on your flying privileges, not only locally but nationally.

In addition, some suggestions to keep in mind when flying your model aircraft are:

- Do not fly alone. The chance of being questioned about your actions may be increased if you are seen flying alone.
- Fly only at AMA chartered club facilities or established sites administered by such entities as privately owned, city, county, state, and/or federally owned sites specifically designated for model aircraft operations.
- Make certain that local authorities are aware of any and all scheduled flying events such as fly-ins, contests, etc., including the dates and times of operation.
- Upon request, be prepared to provide personal identification and, if appropriate, a current AMA membership card.
- Always remember to direct any and all questions to the Academy of Model Aeronautics, your national organization, for additional information. We have a good rapport with the agencies responsible and will be more than willing to assist at any level necessary.

Establishing a good working relationship with such agencies is important not only to our national security but to the efforts put forth to maintain our privilege to continue participating in the sport we all cherish.

Potential Fun-Fly Events for Your Club

from the Central Ohio Radio Kontrol Society

Is your club considering a fun-fly? Central Ohio Radio Kontrol Society has come up with a tentative plan for fun-fly events the club is hosting. Here are some ideas that could help your club create its own fun-fly competition. The events are not written in stone, and can be modified to suit your club's fun-fly.

“Oh, Crap!”: This one has been done in many different ways but here's a little variation. We call it “Oh, Crap!” With the command “Go,” and on the clock, the contestant rolls a pair of dice once to get his ‘number.’ He or she then must fire up the model, taxi 50 feet, take off, do one loop and one roll, land, taxi back, shut down and then roll the dice again until his number comes up. The crap shooting levels the field a bit, so that the less proficient fliers have a chance against the hot doggers.

Sudden Death: Pilot takes off and circles in a pattern until an unknown time period passes. Time starts at an audible signal, and pilot must land as soon as possible. Landing must be on runway. Low time wins.

Two-Minute Touch-n'-Go: Time starts at takeoff. Pilot performs as many touch-and-go maneuvers as possible in two minutes.

Shortest Takeoff: Pilot tries to take off in the shortest possible distance.

Hands Off: Pilot has one minute from takeoff to trim for hands-free flight. At the end to the first minute, the transmitter is laid on a table. Longest E.T. before having to grab transmitter wins.

Looper: Most loops in one minute. Timed from takeoff.

NO FLYING ON JULY 1st, 2007

One of our neighbors is having a family event on this day and in consideration, we will close the flying field to ALL activity on this day.

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

Club rosters are available to current club members in good standing,
in an Acrobat format (PDF) via e-mail and USPS.

This will be sent to the current membership twice a year. Please make sure your e-mail and/or mailing address is current with the club.

Summer Safety at Your Flight Site

As a new season of flight is underway, the temperature is continuing to rise and health risks are changing. As you prepare your flying site for this summer's events, there are things to keep in mind to keep you and others safe and secure all season long.

It is important that your flying site have its own first aid kit should the need arise.

Everyone should have a well-stocked first aid kit whether it is at home, work, or your club flying site. The contents of your kit will vary depending upon the number of people it is designed to protect as well as special circumstances where it will be used.

When assembling your first aid kit, whether for use in the home, car or at work, you should consider possible injuries you are likely to encounter and then select kit contents to treat those conditions.

It is important to check your first aid kit to see if any of the contents may need restocked either from use or being out-of-date. It's also advisable to have both a stationary kit, as well as a compact portable kit that can be taken quickly to the site of an emergency.

Here are some suggestions for recommended contents for a first aid kit at your flying site:

- Adhesive strip bandages (assorted sizes)
- Adhesive tape
- Alcohol wipes
- Antibiotic ointment
- Baking soda
- Calamine lotion
- Chemical ice packs
- Chemical hot packs
- Cotton balls/swabs
- Diarrhea medication
- Disposable latex or vinyl gloves
- Drinking water
- Elastic bandages
- Face mask for CPR
- First aid guide
- Flashlight
- Gauze pads-various sizes
- Hydrocortisone cream .5%
- Hydrogen peroxide
- Hypoallergenic tape
- Insect repellent
- Insect sting swabs
- Matches
- Meat tenderizer (for insect bites)
- Moleskin (for blisters)
- Needles
- Over-the-counter pain medication
- Paper drinking cups
- Roller gauze
- Safety pins
- Scissors
- Soap
- Splint
- Sugar or glucose solution
- Thermometer
- Tweezers
- Waterproof tape



CHECK OUT THE AUCTION PAGE ON OUR WEBSITE FOR SOME REAL BARGAINS! ALL ITEMS WILL GO TO THE HIGHEST BIDDER...

Setting Up Your Airplane

By Henry Smith, from the Hi-Sky RC Club, Midland, Texas

Generally speaking, "setting up" refers to a new or never-flown airplane. It is also applicable to any airplane whether you purchased it from an individual or it is one that doesn't fly as well as it should.

There are three things to consider. The first thing is how straight the airplane is. The second is it balanced? And, last but not least, where is the center of gravity? Some of the material in this can be ignored for almost-ready-to-fly (ARF) and ready-to-fly airplanes (RTF) because you can't control them.

Bananas, Warps, and Twist: Most, if not all, kit instructions state something to the effect that you don't want to build a "banana." This means simply that the fuselage must be built straight. You can do this by building and gluing the fuselage in a jig or build over the plans keeping the center line true.

I prefer to use a jig so I have the centers held on a straight line until the glue sets. If it's an ARF, a mixture of ammonia and water soaked into the wood may allow you to correct the problem.

A better arrangement is to try for a replacement from the local hobby shop or the distributor. A ready-built airplane bought from an individual may require some cutting, patching, and reglueing.

You may have read a statement similar to this in kit-building instructions that good flight performance starts with a straight, warp-free wing. If the wing is warped but not covered, again the ammonia and water soaked into the structure may work. Simply soak the wing panel, twist opposite the warp and hold for at least 24 hours, then check for straightness.

Again, I prefer to use a jig to build wings. The jig keeps the warps almost completely out. If the wing is covered, heating the covering may pull the warp out.

I think a diagram is better. You can see on the diagram what you must do. Keep in mind that all dimensions "A" must be the same, all dimensions "B" and so on. You will have to move the wing or stabilizer several times to get them the same. The important thing is that you are on the centerline of the airplane.

A seamstress tape is handy for measuring. You can drill a small hole in the metal end and anchor it on the fuselage with a "T" pin. You may have to sand the wing or stab saddle to make the dimensions "E" and "F" correct. Some kit instructions omit these measurements. But this step is important, so be sure you get it correct. Do not neglect it.

Tech Editor's Note:

A seamstress tape is handy, but it also stretches, which means that the measurement you make may not be repeatable. The longer the tape, the greater the error. Your measuring device should be of metal or wood construction, and stiff enough to make sure it doesn't sag or at least make sure you support it during measuring.

There is no reference to the vertical fin on either diagram. Its alignment is very important for a great-flying airplane. Be sure to use a 90-degree (a right triangle) angle to glue it in place. Also, a single fixed fin, or rudder as we normally call it, should be centered on the centerline of the fuselage.

Radio Installation: We have the airplane straight. Now let's look at the radio installation. Generally you can follow the kit manufacturer's directions. They may have a recommended location for the servos.

I generally try to follow the directions. They have been worked out and usually are good. Don't mount a servo such that the pull is from the side (an exception is the throttle servo). This arrangement causes the servo to rock and flutter may result. The pull on the servo lengthwise avoids this rocking movement.

The linkage from the servo to the control surface must be straight and stiff. You don't want any flexing here. Don't use balsa for pushrods. It may break at a bad time causing a crash. There are better materials to use.

The servo arm and control arm should be at 90 degrees to the pushrod. The length of the servo arm and control horn should be the maximum, while still giving the required control surface left/right or up/down movement. If you do all this, you will take advantage of the servos power and not have to go beyond the normal movement of that servo.

Before we leave the radio installation, we have to set up the throttle linkage. The mechanical linkage can be one of numerous ways. I have seen a solid wire, braided wire, and a tube within a tube. Of course the wire is enclosed within a tube to prevent rubbing the fuel tank. All of these work fine for this application.

Be sure to secure the outer tube to the side of the fuselage. The throttle arm will travel approximately 90 degrees. Before the engine is mounted in the airplane, check that the throttle travel is equal fore and aft when open and closed.

Select a servo arm that has approximately the same length as the throttle arm. It may take some trial and error work to see that the throttle is closed at the lowest setting of the throttle trim and fully open at maximum throttle throw. The final adjustment will be when you start the engine the first time.

Tech Editor's Note:

It would be best if there were no metal-to-metal contact at the throttle. The engine is the source for most of the vibration in a model aircraft and vibrating metal can cause radio waves capable of interfering with the signal from your radio and receiver. With modern radios, there isn't likely to be a problem, but better safe than crashed.

Tank Position: The lowest position of the centerline of the fuel tank should be no more than 1/2 inch below the engine's needle valve. The highest position of the centerline of the fuel tank should be at the needle valve. Any higher and the engine will load up at idle with a full tank and go too lean when the tank is nearly empty.

A high tank position will result in flooding and difficult starting. If the tank is too low, the engine will lean out towards the end of the flight and not hold a constant setting.

The tank should be as close to the engine as possible. The fuel lines should be as short as possible. A longer line is easier to grab but remember that engine has to pull fuel from the tank with nothing but the low pressure from the venturi. The tank should be surrounded with foam rubber to prevent foaming.

Center of Gravity (CG): We are now ready to consider the center of gravity. This is a very important step in getting your model airplane ready to go. Be sure you have the model with engine, radio, empty fuel tank, and all pushrods connected.

If you forget it or neglect this step, chances are the test flight will not be a fun time. If it is too nose heavy, the model won't fly well. If it is too tail heavy, the maiden flight may be short.

The plans or instructions should have the CG identified as a range. This range is a distance measured from the leading edge of the wing. This will be in inches or millimeters depending upon where the kit was made. Take a small strip of covering and mark the location(s) so you won't have to measure a number of times.

I recommend for the first few flights that you have the CG in the forward half of the range. Try to balance the airplane by moving the servos and battery. Avoid adding weight if at all possible. A high-wing airplane will be balanced upright, while a low-wing airplane will be balanced upside down.

Now is a good time to check the lateral balance of the airplane. Remember we balanced the wing before. Now we will check the entire airplane. As before, if the airplane drops a wing, add some weight to the opposite wingtip. This should be a minimal amount of weight because of our earlier work.

If you followed all that we discussed, you will have a straight and well-balanced airplane that is ready for its checkout or maiden flight. There should be few surprises on that first flight.

Set the control throws per the specifications on the plans or manual. If your transmitter has dual rates, set the low rate at 70-75% of maximum. The test pilot may prefer to make that first flight on low rates to minimize surprises.

Good luck and enjoy flying your new airplane. Q

GLAD Press 'N Seal plastic wrap makes a great masking medium for spray painting. It is sticky on one side and will stick to itself, or the item you want to paint. It is much easier to work with than paper because it clings to the surface without lifting the paint off when removed.

—From *Flightline*, Casper Airmodelers Association, Casper, Wyoming

Questions for You to Ponder

From the Central Arizona Modelers Inc., Sedona Arizona

Why does Superman stop bullets with his chest, but ducks when the bad guy throws a revolver at him?

Why do Kamikaze pilots wear helmets?

Is there ever a day when mattresses aren't on sale?



Frederick Model Aircraft Club, Inc.

2006 Membership Renewal and Application

Name: _____ Renewal New Member Since: _____

Address: _____ City: _____

ST: _____ ZIP: _____ Phone: (H) (____) - _____ (W) (____) - _____

Date of Birth: ____/____/____ AMA#: _____ (attach 2006 Copy)

e-Mail: _____ Radio Channels Used: _____

How would you like to receive our monthly Newsletter? Print from Website or US Mail 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 _____

Table with 3 columns: Membership Fees, January 1, 2006 to December 31, 2006, Amount. Rows include Adult Membership (\$50.00), Senior Members (\$40.00), New Member Application Fee (\$10.00), and Total.

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 2006 AMA membership

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INTERNATIONAL MINIATURE AIRCRAFT ASSOCIATION

(Revised January 13, 2007)

MEMBERSHIP APPLICATION New Renewal Family

Name _____ Date _____

Address _____ City _____

State _____ Zipcode _____ Email _____

Phone (_____) _____ Fax (_____) _____

Please complete ALL applicable information:

IMAA # _____ AMA # (required) _____ MAAC # _____

Do you belong to an IMAA Chapter? Y N Chapter # _____

Yearly Dues: \$25.00 USA & Canada & Mexico \$30.00 (US) Elsewhere

One Year Two Years Three Years

Family memberships (no magazine) available for \$10.00
Full Family Members IMAA # _____

Amount \$ _____

VISA MasterCard Discovery

Make Check / Money Order / Bank Draft OR

Payable to:

International Miniature Aircraft Assoc., Inc.

Mail to:

Sec./Treas
Don E. Vineyard
1016 Burr Oak Lane
Salina, KS 67401

Name on Card: _____

Card Number: _____

Expiration Date: _____

Signature: _____

Please Note: Any person who flies and resides in the United States must show proof of membership in the Academy of Model Aeronautics (AMA) in order to obtain an IMAA membership. Include your AMA Membership Number with this application. Only one application per form. You may photocopy if needed.

This form downloaded from the IMAA Web Site: <http://www.fly-ima.org>

2007

June	2nd - FMAC Fun Fly at Warner Field 9th - Flight Training at Warner Field - 9:00-12:00 23rd - Flight Training at Warner Field - 9:00-12:00 23rd - Airplanes of the World III 30th - Flight Training at Warner Field - 9:00-12:00
July	1st - Flying Field CLOSED —neighbor family event 4th - FMAC - Independence Day Fun Fly at Warner Field 7th - Flight Training at Warner Field - 9:00-12:00 14th - Flight Training at Warner Field - 9:00-12:00 21st - Flight Training at Warner Field - 9:00-12:00 28th - Flight Training at Warner Field - 9:00-12:00
August	4th - FMAC Fun Fly at Warner Field 11th - Flight Training at Warner Field - 9:00-12:00 18th - Flight Training at Warner Field - 9:00-12:00 25th - Flight Training at Warner Field - 9:00-12:00
September	4th - FMAC Fun Fly at Warner Field 11th - Flight Training at Warner Field - 9:00-12:00 18th - Flight Training at Warner Field - 9:00-12:00 25th - Flight Training at Warner Field - 9:00-12:00
October	1st - Flight Training at Warner Field - 9:00-12:00 7th thru 9th - Bealeton Fly-in 8th - Flight Training at Warner Field - 9:00-12:00 15th - Flight Training at Warner Field - 9:00-12:00 22nd - Flight Training at Warner Field - 9:00-12:00 29th - Flight Training at Warner Field - 9:00-12:00

Table of Excuses

From the D.C. Radio Control Club, Montgomery County Maryland
 Please give excuse by the number in order to save time:

1. I didn't know you were waiting for the pin.
2. Did you see my airplane get glitched?
3. I ain't got it.
4. I have more crashed because of bad radios.
5. That airplane was always squirrely.
6. I don't know who did it, but someone must have turned on their transmitter and shot me down.
7. I just lost control; everything went dead.
8. I thought I was on the field.
9. That's that only time I ever left my transmitter on. Can you help me pick up the pieces?
10. I didn't know you were in the landing pattern, next time I'll look before I taxi out. Do you think it can be repaired?

Optional- I didn't realize I was that low when I flew over the pit area. Is three models a record?

The Aviator

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

OPEN HOUSE AT WARNER FIELD IS JUNE 16

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>

AMA CHAPTER
331

IMAA CHAPTER
448



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