



FLIGHTLINES

MINOT AIRCRAFT MODELERS
Volume 21 Issue 4

MINOT, ND
April, 2008



Charter 1195

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NEWSLETTER

Bill & Audrey Benno
Co-Editors

2816 75th Street NW
Minot, ND 58703

TELEPHONE
701-858-7942

E-MAIL
ab-benno@min.midco.net

Web Page

Webmasters
Charles Cushing
Doug Grant

Web page at
minotaircraftmodelers.com



Next Meeting

When: Tuesday, April 1st

Where: Minot Public Library

Time: 6:00 Executive Board
7:00 General Meeting

NOTE: THE MAY MEETING WILL BE AT THE FLYING FIELD



WOW...what a nice building...what is it?

The building is our new hanger at the Flying Field! The hanger will have an overhead garage door and has a cement floor. There's still some work to do on the inside of the building.....see Russ Gohl about what you can do to help.



ANNUAL MAM SOCIAL April 19, 2008

Where: The Sleep Inn Convention Center

Social Hour with Cash Bar 6:00 to 6:30

Buffet Dinner 6:30
Catered by Homesteaders
\$15.00 per person

The Social provides MAM members the opportunity to spend an evening together and purchase a "sweet treat" that's auctioned off with proceeds going to MAM. Proceeds are used to support Club activities and upkeep at the flying field.



Please join us for food, fun and this year's auction facilitated by our very own Shane and Michelle Barber....there are some great door prizes and members always come thru with wonderful "sweet treats" of all kinds for the auction.

Please contact Michelle Barber at 837-1103 or Audrey Benno at 858-7942 by April 10th if you are planning to attend. Please leave a message if they are unavailable to take your call....thanks!

Next month.....

Information on our Open House, Club Picnic and Christmas in June.

Also: A Spring Clean Up Day is being planned for April....an annual event where we get the Flying Field ready for summer.



Tips & Tricks

From The AMA Insider

Any Old Bikes Lying Around?

A good thing to use for pushrods are bicycle spokes. You can find old used wheels for next to nothing and take out the spokes. They are threaded and come in different sizes.

Instant Gap Filler

To fill small gaps, instead of filling with the usual putties and waiting for them to dry, place some medium CA in the gap. Then place a small amount of baking soda on and watch it set before your eyes. It is the strongest fill I have come across and is instant.

—both from the Beachmasters RC Club, Ocean Park, Washington

Sandbag Weights

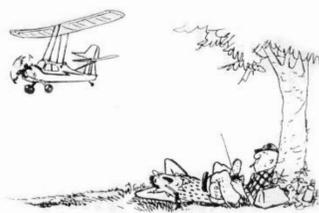
Fill plastic Ziploc bags of various sizes approximately 3/4 full of fine sand and seal each well. Use these to hold down large parts of your airplane, such as wings, while building. The sand conforms to the shape of the parts. The bags also work well when gluing sheeting.

—from the Orbiting Eagles, Omaha, Nebraska

Cutting Corners

For a better fitting joint when using triangle stock, sand a little off the 90° corner to provide clearance for any glue fillet that may exist.

From the newsletter of the Central Arizona Modelers, Inc., Sedona Arizona



"Gotta replace them gum bands one of these days..."

2008 COMING EVENTS



MAM Spring Social
April 19th - The Sleep Inn
Co-Chairs - Michelle Barber
& Audrey Benno

MAM Mall Show
April 19th
Chair - Erick Nelson



June 14th
MAM Open House
Co-Chairs Doyle Chester and Joe Korner

PICNIC

June 14th
Club Picnic
Co-Chairs - Jean Gohl and Michelle Schoneberg

June 14th
Christmas in June

June 27th - July 1st - Assesippi



August 22nd - 24th
International Fun Fly

	<p>ON THE SAFE SIDE</p> <h2 style="margin: 0;">Safety Reminders for the New Season</h2> <p>by AMA Staff</p> <p>AMA would like everyone to have a safe flying year with no accidents. Here are some items that might help in that regard.</p> <p>The first is the use of Li-Poly batteries in our models. If you are flying electric airplanes with Li-Poly batteries, it is highly recommended that a fire extinguisher be kept in your car. Fire caused by Li-Poly batteries can happen through a shortage, improper charging, or crash damage. Standard household extinguishers (Class A, B, C or a combination of these) will not put out a lithium fire. Rather, it can increase the blaze. Class D extinguishers (metal/sand) are the only type capable of putting out flammable metal.</p> <p>If a class D fire extinguisher cannot be obtained for your vehicle or flying site, at the least, keep buckets of sand ready and available should a fire start. (The sand must be dry because water reacts with lithium fires to make them worse.)</p> <p>Second, remember to cycle the batteries in transmitters and airplanes to ensure they are up to par. Airplanes can go down because either the transmitter or the flight pack batteries have failed. If you should by chance get your airplane to respond long enough to land, do not taxi back toward the pits. Get it down and kill the engine. A running airplane with dying batteries is little more than a loaded gun waiting to go off and injure someone.</p> <p>Most folks have a winter project that is now ready for a test flight. New airplanes mean new additions to the transmitter. Remember to always check to ensure it is the correct one for the airplane. Always look to see that the control surfaces are moving in the correct direction when you are ready to taxi out. Also, as a new project, make sure it has been finished with your name and address or AMA number.</p> <p>Lightning produced by electrical storms can travel amazing distances. If you are flying and should see lightning in the distance, just think of that radio antenna as a lightning rod. Lightning has been known to come 10-20 miles across the sky and strike a person just standing there—and that is without a 3-foot lightning rod in his or her hand.</p> <p>Engine failure on takeoff is a common occurrence. Every time, when you taxi out, always think, "What am I going to do if the engine quits?" Remember that the best way to land is into the wind and with the wings level. If that means a walk out in the weeds a couple of hundred yards to get your airplane in one piece, that's much better than taking a broom or shovel out to the middle of the runway to scoop up the pieces.</p> <p>Lastly, it is strongly recommended that members do not fly alone. In a hobby where things can go out of control with the slightest of error, potential dangers are not far behind. It's helpful to have an extra set of eyes to watch for any interferences or problems the pilot may not be able to see while following his or her model. Better to be overly prepared than under prepared. At the very least, you have a buddy to talk to and show off for! ☺ March 2008</p>
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	<p>2008 MINOT AIRCRAFT MODELERS MALL SHOW - APRIL 19th SEARS COURT - DAKOTA SQUARE</p> <p>Join MAM members and others as they come together and display aircraft of all makes and models. A computer will be set up and people will have the opportunity to fly an airplane using the Real Flight R/C flight simulator.</p> <p>Categories: Junior Class, Adult ARF, Adult Kit, Scale and Pilot's Choice</p> <p>Set Up Begins after 8:00 a.m. on the 19th...see ya there!</p>
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MAM SAFETY RULES

1. The **ACADEMY OF MODEL AERONAUTICS** Safety Code will be observed at all times. This code is posted on the frequency control board at the field.
2. The Club Safety Officer's requests will be observed. The Safety Officer has the last word and may ground air- plane or pilots that present potential safety hazards. Disputes over safety rule interpretations will be discussed and re-solved at the next Board meeting.
3. Any non-member that wishes to fly at Minot Aircraft Modelers field must have a CURRENT AMA NATIONAL MEMBERSHIP card, pay a \$3.00 daily guest fee and have a member of MAM present, resident members of other ND clubs are exempt from the daily fee.
4. Airplanes shall not be started in any area other than in the areas of the start up tables, also defined as the Pit Area.. A second person or a restraining device if possible should always hold the aircraft during engine starting and check out. The aircraft's prop blast should be directed away from other individuals or aircraft. NO restarts on the runways.
5. Do not taxi in the Pit Area; you are to maintain **PHYSICAL** control of your aircraft to the runway gate.
6. All transmitters must be secured when not in use.
7. All pilots before activating a transmitter must place their **current AMA card** in the corresponding frequency slot and place the pin on their transmitter antenna.
8. All transmitters in use should display the proper frequency number identification and the frequency pin on the antenna.
9. Upon Completing your flight or flights remove the frequency pin from your antenna and return it to the corresponding slot making sure your transmitter is **OFF**.
10. Pilots must observe posted transmitter impound and frequency control procedures during events.
11. Flying pilots must remain behind the fence separating the field from the pit and at designated stations.
12. Before entering the runway, the pilots must loudly announce their intentions: Never taxi onto the runway before checking for landing aircraft.
13. All takeoffs and landings will be into the prevailing wind. Always check the windsock for the wind direction. Notify all other airborne pilots if the wind changes and you choose to takeoff in a direction counter to the exist- ing pattern.
14. All pilots will fly the pattern and respect the helicopter pilots designated air space.
15. Pilots making touch and goes or a full stop landing must loudly announce their intentions. All landing aircraft have precedence over aircraft taking off. "Dead stick" landings have precedence over "powered landings".
16. All flying hi and low speed passes and all forms of aerobatics will be restricted to the far side of the runway centerline.
17. Do not fly over the pit or parking areas.
18. Pets shall be confined to the spectator areas; owners are responsible for pet cleanup.
19. Spectators are not allowed in the pit area unless accompanied by a MAM pilot or member. Children under six (6) are not allowed.
20. Consuming alcoholic beverages or drugs and flying RC is prohibited.
21. No more than five (5) planes in air at any one time. EXCEPTIONS ARE DURING SPECIAL EVENTS.

Helicopter Operation Guidelines

Helicopter pilots should operate their units using the runway not used by fixed wing models. Area by Field Tables 1 and 6 are best suited for helicopters.

Note: Safety Rules will be reviewed at a Club meeting and will be posted at the flying field. If you have recommendations, concerns or comments regarding our Safety Rules, please contact a Board member.