



# Touch & Go

AMA Club Sanction No: 1600  
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ARIZONA MODEL AVIATORS, INC. MESA, ARIZONA

November 2008

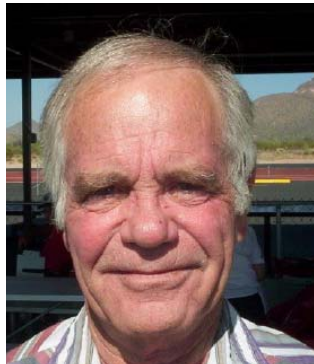
## 2008 Club Officers

<b>President:</b>	<b>Phone</b>
John Mangino	480-982-4873
<b>Vice-President / Contest:</b>	
Paul McDevitt	480-584-4216
<b>Secretary / Newsletter:</b>	
Dave Balch	480-830-3816
<b>Treasurer:</b>	
Mike Currier	480-984-4786
<b>Board Members:</b>	
Gary Bailey	480-807-3360
Larry Nichols	480-926-3729
Roxanne Cottrell	602-321-7955
Paul Goldsmith	480-588-6941
David Dunn	480-357-7504
Gary Porter	480-984-6290
Lewie Kear	480-234-0041
<b>Membership</b>	
Don Manchester	480-854-8396

## President's Corner

John Mangino, President  
**Arizona Model Aviators**

Here is the tenth of a series of write-ups in which our Club Officers give details of their model flying background and experience. This month we have the fifth of our Current Board Members, Dave Dunn.



Hi, I'm David Dunn. You've probably seen me around the field with a student in tow. I enjoy sharing the fun of this hobby by showing others how to get started with minimum damage to their equipment.

My flying career probably started at the age of three when Dad took me up in a J3 Cub. Not that I can remember that excursion, but it must have gotten in my blood then. We couldn't pass an airport

without my wanting to stop and watch. Modeling came along in the form of plastic models and then when about my eleventh or twelfth birthdays rolled around, I was presented with a Jim Walker Firebaby! The fact that we were at the cabin in the forest (at about 7,000 ft elevation) may have been the reason that .049 wouldn't start. Nevertheless, I had a flying model. The need for patience was impressed on me while that model survived.

The Firebaby didn't last long. Even at first, it was very slow; which probably was a good thing. It soon had enough extra weight from repairs that it wouldn't leave the earth. The engine went into a tether car; then an untethered car. Next was a full bodied model of a Bearcat built by a co-worker of Dad's. It was a beautiful thing that did a perfect wing-over right into the ground on the initial flight. I was assured that the fault was in the soft elevator pushrod.

Then a succession of Ringmasters, Flight Streaks and sundry others until my control line career ended with a Nobler. College, marriage, children and (horrors) work, kept me busy for way too long. I rejoined the hobby in 2000 with the purchase of an RTF trainer. After soloing, instructing was my goal. It's an opportunity to "pay back" the activity which gives me so much pleasure.

Being on the Board of the club is another way of helping to advance both the hobby and the club. I have neither the time nor the energy to help with a lot of the field work. Maybe that will change with retirement.

### Next Club Meetings

**Dec 2 2008 and Jan 6, 2009**

Tuesday 7:00 pm  
Viewpoint Golf Resort

**8700 E. University Rd. Mesa, AZ.  
Meetings in the Room by the Ball  
Field**

To view map visit our website:  
[www.azmodelaviators.com](http://www.azmodelaviators.com)



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## **Note from Dave Balch (Secretary/Newsletter Editor):**

Firstly I have to thank Paul Goldsmith for taking notes at the November Board Meeting in my absence.

We are now in the middle of the voting for the new Officers and Board members for 2009. The results of the vote count should be announced at the next Member's meeting on December 2<sup>nd</sup>. Until then please make sure that you have sent your Club renewal to Don Manchester our Membership Chairman so when you get your AMA license renewal back, you will be all set for the New Year and especially the New Year's Day Fly In.

As there is only one more issue to go before the end of the year, I have again included a copy of the new 2009 membership application form. After last month's 8 page issue, we are back to the regular 6 page size but that leaves no room for any photos. Luckily last month's issue had no problems being accepted by the Post Office.

I am repeating the message I got last month from Don Manchester our membership Chairman as it is still appropriate. He wants everyone to be aware of the need to start the effort to sign up for 2009 Membership. Please note the dues for 2009 were agreed by the Board to be the same as for 2008, that is, \$65 for a renewing member. So here is Don with his message:

"Time to start thinking about renewing your Academy and Club membership for 2009. Remember your 2008 membership expires on December 31 and there is no grace period for using the Club field after that. I can process your Club membership in a few days, but in the past, the AMA membership renewal took up to six weeks so you'll need to move on that pretty soon. The Club will again laminate your 2009 badge for a small fee of one dollar. The laminating machine will be available at Club meetings. If you send your new AMA card with your Club renewal and the laminating fee, I will laminate it and return them to you. 2009 Renewal forms are available at the field, on the Web site and as an attachment to this newsletter."

This issue has the close out of the Spektrum article we started two months ago.

## **Spektrum Best Practices article (Continued)**

Now we get into other ways to improve the operation of the DSM radio systems.

### **Do polarize your antennas**

Polarization is simple: it means putting the antennas in vertical, horizontal and longitudinal axis (X,Y,Z, to some) What this does is assures that at any time, one receiver will be oriented for optimal polarization. This also contributes to why you should use three receivers (or four) whenever possible.

Polarization isn't absolutely critical, but it sure helps to give lower numbers (a stronger link). The results can be seen on a flight log.

### **Do use a second battery on your most valuable aircraft**

While all Spektrum 9 channel and above receivers have multiple battery ports, you can actually put multiple batteries into any Spektrum receiver. Simply choose two batteries of the same size and capacity with two switches. A common misconception is that one can hurt the receiver with too much current. Wrong. They'll handle over 30 amps. By using 2 batteries, you halve the current on the battery connector, which is the weak link in the system (the reason our engineers developed the 9100 and 1222 receivers.)

### **Do consider putting a piece of clear tubing, or fuel tubing over the receiver antenna**

It's a good practice – it keeps the antenna straight and won't interfere with the operation.

### **Do point your transmitter antenna vertical**

You don't fly over your head, do you? Unless you're flying directly over your head, orienting your transmitter in a vertical position – no matter what way you hold your transmitter – will provide great results. How big a deal is this? For most flying, it's a non-issue. But for optimization, keep the antenna from being pointed at the aircraft.

#### *Why it matters*

Our lead engineer says the radiation pattern from the tx antenna is apple-shaped – the least output is out the tip of the antenna.

### **Do keep remote receiver wiring away from noise sources**

By routing your remote receiver wires away from noise sources (like ignition batteries, switches, ESC's, ECU's) you'll eliminate any chance of a form of interference called inductance. While 2.4GHz systems are impervious to noise that comes in through the antenna (RF noise), noise can still enter the system through the leads for remote receivers (inductance) and even servo wires.

### **Do use quality digital JR servos whenever possible**

Compatibility is the key issue here. While economy servos may have worked fine with older-generation radios, our field reps have traced a host of problems to non-JR servos. JR servos are not only leaders in precision and performance, but they're very tolerant to a wide range of voltages – both high and low – for maximum reliability.

For more fun and less fiddling, JR servos are the #1 way to go.

For maximum output, keep your antenna away from pointing at the model.

As always we are still interested in receiving any material you would like to provide to help fill the pages of this Newsletter. If you have any news of interest please send it to me at [david.t.balch@boeing.com](mailto:david.t.balch@boeing.com). See you at the field and don't forget to check out our Web site at [www.azmodelaviators.com](http://www.azmodelaviators.com) for all the latest news.

## Nov 4 Club Meeting Minutes

John Mangino called the meeting to order at 7:06pm. John asked if there were any guests or visitors. Dave McPherson and Tom Stackhouse introduced themselves as moving to the area from Alberta, Canada and Rockford, Illinois. Dave Balch then read the minutes of the last Member's Meeting. Mike Currier then gave the Treasurer's Report. He noted that the treasury was healthy and in fact the Membership Chairman provided \$1600 in membership fees for 2009 before the meeting started. This information was confirmed when Don Manchester reported on Membership. With the two new members signed up at the meeting, the total membership now stands at 302 with a number of 2009 early renewals. Don indicated that if anyone needs their new license laminated, he can do it for the \$1 fee which he will have available at the Jet Rally.

Paul McDevitt then gave a run down on the upcoming Club events. These include the Jet Rally Nov 21-23<sup>rd</sup> (which still needs help in some area, like security and flight line control), the Second Wings Over Arizona Dec 6-7<sup>th</sup> (which requires entrants to be members of ICAA, which can be signed up on the day at the event), a 25 size Race on Dec 14<sup>th</sup> and the Club New Year's Day Fly-In on January 1st. For this the Club will be providing the Chicken, water and soda with members providing a side dish. Early in 2009 there will be the Club Annual Banquet on Saturday Jan 17<sup>th</sup> with the Fifth Annual Electric Festival closing out January 22-25<sup>th</sup>. The balance of the 2009 calendar will be on the Web Site in a few weeks.

Paul Goldsmith then reported on how the Auction, held the previous Saturday (at the field), had gone. He reported that about \$1000 was taken in for the Club. Although there were a lot of models up for sale, there did not seem to be many people present with a lot of money and as a result a lot of models and engines went very cheaply. Also a number of models were donated to the Club so that all proceeds from their sale went to the Club instead of the usual 10%. A number of our older videos (VCR tapes and DVDs) were sold off at the Auction. Overall, the move to hold the Auction at the field paid off as for a start the cost of renting the room at ViewPoint (\$400) was a major savings.

### **Do look into the source of flashing receiver lights.**

When initializing, early Spektrum receivers scanned the spectrum to find the correct digitally encoded message – a process requiring about 2 seconds to complete. Not a big deal on the ground. But when flying, should the voltage of the system ever drop below the 3.2 volt threshold, early receivers would require 2 seconds to “re-boot”.

To solve this, Spektrum engineers devised the QuickConnect feature that automatically stores the frequency in the receiver. This allows the connection to be restored the instant system voltage is restored. Receivers with this software will flash in the event a power failure was encountered.

One easy way to test your system for the QuickConnect feature is to get your system working on the bench, and then simply cycle the power. If all your lights flash, you have this feature in your software. Both the main receiver and remotes must have QuickConnect software for this to operate.

In practice, normal systems with adequate battery “headroom” will never need or use this feature.

If you do see lights flashing in your model after a flight, please investigate the source of the power issue before flying again.

### **DON'TS**

#### **Don't use amplified Y harnesses**

They interfere with the signal to the servo, especially with higher voltage systems.

#### **Don't use old batteries of unknown condition**

Using old batteries, without adequate voltage conditioning, is taking a big risk. Just because they worked with PPM systems or PCM systems does not mean they'll work with your new Spektrum radio.

We're not saying that you shouldn't use old batteries, only that you should know what you're using (you should have cycled the battery, know it's within rated capacity) with your DSM system. Old batteries that are in poor shape fail to deliver the current your servos need resulting in voltage drops.

#### **Don't cut off or change the antennas**

They should not be tampered with.

#### **Don't use electronic reversing Y's**

They can cause issues. Run the servo direct to the receiver, or use a reversed servo as a last resort.

#### **Don't point your transmitter antenna at the aircraft**

The antenna output is “apple” shaped – that is to say, the lowest output comes directly out the tip of the antenna.

There was no Safety Officers report but it was noted that a trainer model with an aluminum spar wing joiner, had the joiner fold during flight, allowing both wing panels to slide off. When using such a spar it is recommended that the wing panels be attached to the wing, not just slid on. Also it was stressed that extra care should be taken to be careful of the prop when starting an engine. Also do not arm an electric powered model in the pit area just in case the motor starts prematurely.

Dave Dunn was not present so no Instruction report was available.

Paul Goldsmith then reported on the progress of the updates to the field. Most of the major elements of the work updating the bleachers have been completed now that Joe Bailey has welded up the aluminum. Larry Wende has cut down all of the weeds in time for the Jet Rally.

For the coming month the big activity will be the casting of the votes for the 2009 Club Officers and Board Members. Three of the current Officers are running again, that is John Mangino for President, Paul McDevitt for Vice-President and Mike Currier for Treasurer. Paul Goldsmith is running for Secretary. For the Board (with 3 open slots) those running are Gary Bailey, Dave Balch, Joe Miele, Bob Franklin, Lewie Kear, Dave Dunn and Bob Ruff. This list of candidates is the most we have had in a long time (if ever) and reflects the overall high confidence in the Club.

Under new business it is planned to reseal the runway (as the last sealing is flaking off and will need to be scrapped and brushed before any new coating can be applied). This effort will require the field to be closed for 3 days to allow the correct time for the sealer to harden and is expected to cost about \$8500. Next time we need to redo the runway, there will be the need to add a one inch overlay on top of the current surface, but hopefully that will be a few years in the future as it is estimated that it will cost about \$30,000. Also under discussion is the use of an alternative to the aggregate covering applied to the road into the field to further cut down on the dust.

Before the Raffle, Joe Miele announced he had just been authorized to sell Magnum Fuel in cases and Merlin glow plugs. These will be offered to Club members at a good discount. Roxanne Cottrell announced that she had donated a 3.5 Simulator system to the Club and this will be available to members to check out through Gene Savoie. Finally George Joy announced he will be offering some of his electronic items at special Christmas sale prices and he planned to give his talk on Battery Maintenance that he gave earlier in the year (which was very well received), at the next Member's Meeting. After the Raffle, John Mangino closed the meeting at 8:12.

## Nov 18 Board Meeting Minutes

Members in attendance were John Mangino, Paul McDevitt, Mike Currier, Lewie Kear, Gary Bailey, Gary Porter, Paul Goldsmith, Don Manchester, Aaron Lichtenwainer and Roxanne Cottrell.

Treasurers Report: We are at about the same values as last year at this time.

Membership Report: 305 members this year. 310 last year. 83 renewals so far for 2009. As of 11/15/08 we have taken in \$4359 in membership money. We had \$2500 last year at the same time. The new lock will be put on the gate in series with the old lock so that we don't have to give the new members the old key.

Contest Committee Report: We went over the 2008-2009 schedule for conflicts.

Instruction, Safety and PR: Nothing to report.

Old Business: Aaron Lichtenwainer gave a rundown on the finances of the Electric Festival and the board approved his budget.

The field is in good shape for the Jet Rally and 99% of the projects are finished. Rick Smith is on the home stretch with the concrete bumpers by the ramada. There are no new projects in the works.

Security for the upcoming events was discussed and it was decided to keep 2 men at the field at night to keep an eye on things during the events.

Art Ashenden will be taking over the reins of the upcoming Auctions.

New Business: The runway fund was discussed at length. We are looking at a 2 year time period to get money for new topping for the runway. More to come later.

Lifetime memberships were frozen.

8:15 PM meeting adjourned.

## Events

- **Fall Auction November 1<sup>st</sup> (at Field)**
- **Jet Rally Nov 21-23rd**
- **Wings Over Arizona Dec 6/7<sup>th</sup>**
- **.25 size race Dec 14<sup>th</sup>**
- **New Year's Day Fly In Jan 1<sup>st</sup>**
- **Banquet Sat Jan 17<sup>th</sup>**
- **Electric Festival Jan 22-25<sup>th</sup>**
- **.25 size race Feb 8<sup>th</sup>**

**All upcoming events are also listed on our website.**

2008 Membership, as of Nov 7th was as follows:

<b>Members:</b>	<b>295</b>
<b>New Members:</b>	<b>10</b>
<b>Total Members:</b>	<b>305</b>

2009

Arizona Model Aviators Membership

I wish to become a member of Arizona Model Aviators Inc., and I understand, and agree to abide by the Club Safety Code, Superstition Airpark Rules, Helicopter Operations Guidelines, and Prohibited Aircraft Notice. I understand failure to follow these rules and guidelines may result in cancellation of my membership. Copies of the Club Safety Code, Superstition Airpark Rules, Helicopter Guidelines and Prohibited Aircraft Notices are on the Club website, arizonamodelaviators.com and on the Club Bulletin Board. A current membership card in the ACADEMY OF MODEL AERONAUTICS (AMA) or the Canadian club is required.

Print Name \_\_\_\_\_ AMA No. \_\_\_\_\_

Arizona Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Local Telephone Number \_\_\_\_\_ Email Address \_\_\_\_\_

2009 Membership Fees

Membership is based on the calendar year, January through December

Circle Appropriate Amount

NEW MEMBER: INITIATION + DUES= TOTAL RENEWAL

Table with 4 columns: Membership Type, Description, Initiation + Dues, Total, Renewal. Rows include Open Membership, Family Membership, Junior Membership, and Associate Membership.

Additional flying family members:

Name \_\_\_\_\_ AMA # \_\_\_\_\_ Birthday \_\_\_\_\_

Name \_\_\_\_\_ AMA # \_\_\_\_\_ Birthday \_\_\_\_\_

Notes:

- 1. Junior members and immediate family members other than spouse must be 18 yrs or younger and possess a Jr. AMA card.
2. Associate members are non-flying members, with no voting rights, and are not able to hold club offices.
3. No partial year memberships. New memberships and renewals purchased after Oct. 1st will cost the full annual amount and cover membership for remainder of current year, plus the following year. A current AMA license for both years is required.

FOR NEW MEMBERS Please indicate your flying experience. / / 1. STUDENT - I would like instructor assistance. / / 2. EXPERIENCED - I can take off and land. / / 3. INSTRUCTOR - I am available to assist others.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Mail application with funds to: Make checks payable to AMA

Don Manchester 2058 Leisure World Mesa, AZ 85206 (480) 854-8396

Official Club Use: Check # \_\_\_\_\_ Amount Pd \_\_\_\_\_ Date \_\_\_\_\_ Member No. \_\_\_\_\_



**Earn More with Less Risk**

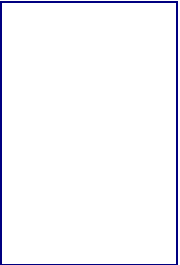
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