



Touch & Go

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ARIZONA MODEL AVIATORS, INC. MESA, ARIZONA

October 2008

2008 Club Officers

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President's Corner

John Mangino, President
Arizona Model Aviators

Here is the ninth 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 fourth of our Current Board Members, Gary Porter.



Hello! We all are doing these Bio's so now it is my turn!

I got started in Model Aircraft when I was about 8 years old. My Grandmother made a mistake and gave me a present intended for an older Cousin - it turned out to be an .049 airplane. My parents gave me what they thought was a "model" aircraft, but was a Wen-Mac

P-39 Airacobra for Christmas a year later. These greatly influenced my growing up and ruined me for the rest of my life.

When moving to Arizona circa 1970, I made the acquaintance of one Robby Raske at a friend's house where he was showing off a control-line "RAT" racer. That got me hooked. I met John Mangino around that time and started watching the Mesa Corsairs fly out at MCC.

Later times, I first flew R/C around 1972 when I was about 15, a Sterling Fledgling powered by an Enya 35. It made it through most of the first flight. After that, I found a friend who was also interested in R/C and we started flying small 1/2A R/C planes and Sailplanes. I remember standing on top of the long existing (but now gone) berm at Mesa Community College (MCC) flying out over the fields that were around MCC at the time. One time, the plane landed out there and was easy to spot, now it would have been in Fiesta Mall!

About 1974, I belonged to the "Tri-City Flying Team" with John, Lewie and others that we still are in contact with. The team was basically a Control-Line team that went to events (we hosted some as well at MCC) in Phoenix and Tucson. At that time we were heavy into the competition.

I was part of the original cast that started the Arizona Model Aviators, had key No. 5 to the Gate. We flew off the old dirt field near the Water Tank which was closer to Brown (visible from the 202 now) and then when we moved to the new field which was closer to Power Road. I have served as Treasurer and Board member for the Club

Next Club Meetings

Nov 4 and Dec 2, 2008
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



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and have always liked the interaction and the challenges we have had. I think we have one of the best clubs going and there is always someone to share something with when you go out to the field!

I've always had interest in the new and different. This hobby has provided an outlet to do so and we have a broad spectrum of technology at our disposal and I try to make use of it. I have joked for years that I just work to support my hobby!
Gary Porter

Note from Dave Balch (Secretary/Newsletter Editor):

Please note that finally the next (November) Members meeting will revert back to using the meeting location we normally use during the winter months. That is, we will be in the Meeting Room near the ball field that is accessed via the Hawes Road entrance to ViewPoint.

This issue has the continuation of the Specktrun article we started last month. It is getting towards the end of the year which means we need to include a copy of the new 2009 membership application form, so this issue has grown to a mind blowing 8 pages. Just hope we can get it sent out using one 42¢ stamp for those needing Post Office service.

After going on about making sure that everyone needs to keep your speed down when driving into and out of the field, the very next weekend when I was leaving, someone drove into Levee Drive in a light brown Kia, doing at least 30 mph. The dust he kicked up was enormous. Both I and Gar Agle, who was following me out, tried to wave the driver to slow down but without success. Neither of us recognized the driver for if we did I know there would be some words exchanged. Now it maybe that the driver was not a Club Member, but if any of you see someone kicking up a lot of dust from driving too fast, please ask them to slow down as I, for one would not like to loose the use of our field because a Park's Department saw the dust and revoked our use of the field.

I have just got a message from Don Manchester our membership Chairman and he wants everyone to be aware of the need start the effort to sign up for 2009 Membership. To help out I have included a copy of the Membership application form at the back of this Newsletter and I will continue to include it till we are into the New Year. 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."

On Oct 19th we had the second of the new series of 25 size races. Again there was a very good entry (again 20 but one hit the pylon in practice so only 19 tried a race). A few members that made it to the first race were not present this time so we could really have a turn out if everyone could make it. The racing was even more exciting than last time but the attrition was higher. There was one mid air and four race related crashes. After all of that, when the points were counted up we needed two fly offs to decide the first three places. In the first Lewie Kear beat Jim Stanley for first and in the second fly off Kenny Kear beat Tony Miologos for third as George Joy cut a pylon. The Great Planes Spitfire model proved popular as did frequency 46 which made arranging the line up in the heats a challenge. The next race will be on December 14th.

Just got the word from Joe Miele that he is now a Maxx Products dealer. Go to www.maxxprod.com and check out what is available and Joe will get you any of their products listed for the price listed. No shipping costs or tax will be added on.

Now continuing with the article on the 2.4 GHz radios that we started last month.

Spektrum Best Practices article (Continued)

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

Do use the maximum number of remote receivers

When your model is worth thousands of dollars, why skimp and save \$30 for an extra remote receiver?

Why it's important.

Having additional receivers increases your chance of having a perfect RF link, pure and simple. More is better. And when you have correct polarization (see DO polarize when possible) things get even that much better.

Plus there's the irrefutable benefit of having redundancy – something no single receiver can match.

Do use a Flight Log for your first flights

With the flight log, you won't just *think* you're getting great performance, you'll *know* it. It'll give a feeling of confidence you can't have with other 2.4 systems.

What is a flight log, and why is it important?

The flight log is a device that plugs into the data port of the receiver and records the fades, frame losses, and the extremely rare hold. (Data ports are available on current 7 channel and up receivers.) It'll allow you to tell how well your DSM system is working in the plane. Most of the time, it'll confirm that you're getting near-perfect performance. But in some cases, it'll act as an early-warning system (especially if you use the technique described in "Do a first flight relatively close in with flight logger".)

Basic description of Fades, Frames, Hold (in the Flight Log)

Fades: when a particular receiver does not receive a good packet of information (frame). With the patented MultiLink system, all receivers work simultaneously, so an individual fade is little concern. High fade numbers indicate that a receiver is not getting the information, sometimes unavoidable.

Frame: When the Flight Log records a frame loss, it means all receivers failed to get a good packet of information simultaneously. Small frame losses are common and to be expected. However, large numbers, (over 50 or more) should be investigated.

Holds: In the rare occurrence your system encounters 45 consecutive frame losses, a hold will be triggered. How long does the hold last? The next frame of good information your system sees and your control will be returned. Unlike early PCM systems, there's no delay with DSM – no re-booting, no nothing. This is why in the rare instance we have seen a hold, it isn't noticeable, because control has already been re-established. That said, anytime a hold is discovered, it should be investigated.

(tip) When flying sailplanes and electric racers, we've noted that we can induce flight log "hold" simply in the process of landing – especially if one lands a long distance away. The model is safely on the ground, but the antennas might be in grass. This can cause a hold to occur in the Flight Log, even though by the time you pick up the model, everything is normal. Test this by clearing the flight log, have an observer watch the "hold" screen and move the transmitter back away from the model.

Do perform a quick range check

It doesn't take much to do a quick range check. It's extremely rare that it won't range test. But since we don't have to worry about engine-on interference, it's won't take long to do a simple range test to assure everything's working right. Simply hold the button in, walk backwards at least 30 paces before you fly a new model.

Further testing

There's more information on our website "Advanced range testing" for those who'd like to explore greater detail in range testing.

Do stay relatively close in your first flight

Like all radio equipment, range is proportional to an inverse square. That means range is non-linear. At a certain point, the signal drops off rapidly. But how far is far enough? We've flown giant scale models over a mile away, so the range of the DSM system is quite proven. But in challenging models (those with lots of carbon are the worst) you can increase your chances of success dramatically if you keep your first flight relatively close in. Then, land, check the numbers on your flight log, and try another flight farther out. Then, farther out again. Taking a progressive approach is the best way to reduce risk and improve your odds.

Do spread your remotes far apart in the plane

The short leads provided with most Spektrum receivers are good for small aircraft, but if your plane is larger, use the longest leads possible. On many GS aircraft, put one remote back in the tail as far as you can reach. Run the other one forward, or high behind the canopy.

Why it's important

Spreading the remotes helps assure that one or more receivers will always have a signal. When we did our 1 mile flight at Joe Nall, there were only a couple of fades and frame losses. In preparation, we flew the model to 0.8 of a mile with zero frame losses – a perfect RF link. That's because we employed all of the techniques mentioned here, and they work.

The rest of the article will be in the next month's Newsletter.

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. See you at the field and don't forget to check out our Web site at www.azmodelaviators.com for all the latest news.

Oct 7 Club Meeting Minutes

John Mangino called the meeting to order at 7:02 PM. There was one guest/new member present, James McCutcheon. James indicated he was new to the area and has just joined up. He now resides at ViewPoint which is convenient for the meeting.

Dave Balch read the minutes of the last meeting. Jim Compton proposed the minutes be accepted and Austin Goodwin seconded the proposal which passed with just one no vote.

Mike Currier presented the Treasurer's report which prompted a comment that the Club finances

appeared to be in a better shape than Wall Street. Art Ashenden offered a motion to accept, which was seconded and approved.

Don Manchester our membership Chairman, then reported two new members had signed up that night so making the current membership at 295 members. Don reminded everyone that he is accepting membership renewals now for 2009 and to not leave it too late sending in for your AMA license as it can take the AMA up to 6 weeks to send you your new license. If you do not have your license or a copy of your AMA receipt plus your Club sticker, you will not be able to fly at the New Year's Day Fly In. You do not need to have your license to send in your Club dues to Don, but if you do he will be able to laminate it for just 1\$. It was noted that the dues will remain the same as in 2008. Don mentioned he will have the laminating machine at the next few Member's meeting.

Paul McDevitt then reported on the upcoming events which are becoming more frequent now that the weather is cooling down. For our Club Events, the next .25 size race will be on Oct 19th, with the Auction being on Nov 1st at the field this year, the Jet Rally will be November 21st-23rd and the IMAA Sanctioned Wings over Arizona will be December 6th and 7th. Another .25 size race will be on Dec 14th, with the New Year's Day Fun Fly on Jan 1st, the Banquet on Jan 17th and the Electric Festival Jan 22nd - 25th.

For events at other location, there will be the Tucson Shoot Out Oct 8th-12th, the Ghost Riders Free Flight event at Eloy on Oct 25th, the One Eight Air Force event will be at Cave Buttes Park on Oct 25th and 26th, SVF will be holding their Electric Turkey Fun Fly on Nov 8th also at Cave Buttes Park, the Tucson Winter Scale Classic will be Nov 29th and 30th at Tucson TRCC, and there will be a Warbird Race Dec 6th at Tucson ModelPlex Park.

Jim Compton reported on the September .25 size race which was the first one of the new season. There were a record number of pilots that flew (20) with only one casualty and some other minor problems. After some close racing Lewie Kear came out on top with 20 points with Bill Adams second with 19 points and Dave Reichart third with 18 points. At the end of the racing the new ARF models from Model Tech and Great Planes were voted in so anyone that is not into building can come out and try their hand at pylon racing. But it must be noted that on the Great Planes models, only the Spitfire and P-40 come with the required landing gear and rudder control. Their P-51 and Corsair will need these items added. If anyone uses one of these newly approved models, it is advised that some changes be made to the covering to make it easier to distinguish one model from another.

Paul Goldsmith reported on Safety. Again overflying the deadline is being abused, and needs to be stopped but that is about the only major issue.

On Instruction, there was not much new to report except they do have a new student. Instruction is generally light at the weekends but busy during the week.

Paul Goldsmith reported that some of the older video tapes will be sold off at the Auction if anyone is interested.

Under old business Rick Smith is planning to coordinate the effort to clean up the concrete curbs so they can be painted. These include the curbs at the flight stations and the ones in the parking lot. Paul Goldsmith indicated the rebuilding of the bleachers in time for the Jet Rally, will be starting soon.

Even though the Parks Department insisted we use the ABC aggregate as a means of dust control, it does not seem to be working too well so there is talk of using crushed asphalt. This will need approval from Parks but should work better.

As most members know, the elections for next year's Officers and Board members will be coming up soon, so if anyone is interested in running for Office, please see Art Ashenden as he is the Chairman of the nominating committee. There will be 3 Board member positions open, and the position of Secretary, and anyone can get on the ballot, you just have to contact Art.

John Mangino then announced that there was a need for a number of volunteers to help out at the Jet Rally in November. Jim Compton is running parking, Mike Currier registration, Lewie Kear security, Paul Goldsmith the raffle. Most of them need help, so if you can work any of the three days involved, please contact these individuals. John also indicated that he needs someone to run the Flight Line. Most of the other upcoming events like Wings over Arizona, and the Electric Festival also need help. The Auction needs people to help with the initial set up and being as it will be at the field this year, the details will be different in that it is hoped to do most of the setting up the Friday night before and so on Saturday the only effort needed will be to set up the load speakers and the chairs but there is always a need to have helpers move the models through the bidding area and others to take the money and record the sales. It was noted that on that morning (Nov 1st) there will be NO FLYING at the field because people could be turning on transmitters to see if they work etc., so it will be unsafe to fly at that time.

Paul Goldsmith noted that they had drilled the holes in the pit area for the new starting posts and for the flag pole to be used at the upcoming events. It was asked that if you are using the new post system for restraining the larger models when starting (that is you are not using the starting yoke) to please fill in the hole for the yoke. It was noted that Larry Wende had cleaned

up the weeds in the parking lot ready for the Jet Rally. Everyone thanked Larry for his work.

Under new business it was noted that there was to be another open house at the Williams Gateway Airport on the same day as the Auction. A number of members will be showing models to the public and if you would like to help please contact Dave Howells. It is hoped to have a hand out sheet which will tell anyone who is interested about the Club and where we are located. Dave Balch agreed to write up an initial draft for review.

As was obvious to everyone at the meeting, there was no raffle. However John Mangino said that there will be one at the next meeting and the meeting will be in the alternate room, the one near the ball field that you access off Hawes Road.

The final event of the meeting was a show and tell by Roxanne Cottrell of Great Planes PT-17 which is modeled after the aircraft flown by the women of the WASPs. It is a non flying model and represents an aircraft stationed in Texas during WW II. Roxanne estimates that there is over \$800 of hardware in the model, the two cockpits are fully detailed and the engine was built up from Williams Brothers cylinders and a metal machined block forming the crankcase. The model is arranged to break down to a smaller size so it can be put into a box and be shipped to Washington D.C. and be put on display there. The CG is correct so the model can be hung from the top wing and will hang level.

John closed the meeting at 7:37 pm.

Oct 21 Board Meeting Minutes

John Mangino called the meeting to order at 7:06pm. Mike Currier reported on the current status of the Club Treasury and this showed that the cash in the checking account was a little down from this time last year but not to a level for concern.

Paul McDevitt then reported on the upcoming events (see list below for more details). Dave Dunn indicated there was nothing new to report on the Instruction Program. Paul Goldsmith's only report on safety was to report that one of the pilots in the 25 races, lost sight of his model in the sun and got disorientated with the result being that the model flew into the roof of the Ramada and dropped down between two cars parked at the edge. Please try not to fly too far past the deadline so that this can happen.

Paul then noted that the repairs to the West end bleachers are going well and the East end bleachers still need some boards painting and some seat backs scraping before being painted. He also indicated that the work involving scraping and painting the concrete bumpers is going well with those at the flying stations being complete. The plan is to have the weeds on the north side of the runway cleared before the coming weekend.

For the Auction, Paul indicated there will be a need for help setting up the chairs and tables on the Friday before the event between 2 and 3 pm. For the Auction, there is no plan to charge for parking only to charge people that intend to buy or sell items. There will again be a minimum bid for most items of \$25 with anything of lesser value being sold on a separate table. Jim Luby has agreed to be the Auctioneer again. Terri Mangino is planning to sell coffee and hot chocolate and muffins.

On the same day there will be an open house at Williams Gateway Airport. Dave Howells is organizing a display of models for the pleasure of the visitors. To help them provide details of the Club, the Board reviewed the Flyer that Dave Balch and Dave Howells developed which will be handed out to anyone that is interested. Dave H plans to have 150 copies available to hand out. Although there was initially talk of the show having a flying display, that element of the action will not be happening this year.

Next the discussions turned to the need to redo the runway. It turns out the last guy who resealed the runway did a very poor job and the coating is flaking off. This will require the whole surface to be power washed and then brushed to clean it down to the base surface. We will try to do this before the Jet Rally. The company who did the resealing of the pit area seems to have done a much better job and so they will get the runway job. The proposed budget for the upcoming Electric festival was then reviewed. It was felt that this review was a little late especially as there were some issues with the proposed budget that needed to be reviewed and there was no-one from the Electric Festival organizing team in attendance to answer questions and to define how much seed money is being asked for. It was agreed that the Board needs to review the actuals from the 2008 event as some of the proposed elements seemed high, although the total is close to what the total was last time. The need for a water truck to keep the dust under control was identified as a missing item and more information on the T-shirts was thought appropriate. It was agreed that anyone coming in as a team show pilot would get in free unless they wanted to fly in the regular sessions, when they would have to register like everyone else..

The Gunsmoke organizers also presented a proposed budget for their event. In their case they indicated that they would not need any seed money. It was hoped to arrange an agreement with the Rodeo ground (on a one time only basis) for the overnight parking of RVs for entrants from out of town. It is planned to hand out flyers for Gunsmoke at the 1/8th Air Force Fly-in, The Jet Rally, Wings over Arizona and the Electric Festival.

Paul McDevitt indicated that he was going to perform the duties of announcing at the upcoming Jet

rally, and it is hoped that Jim Deming will again make sure we get the good publicity we got last time as this is critical to the success of any of our events.

Dave Balch then brought up the issue of handling the ballots for the voting for Officers and board members. He indicated it would be helpful if those members who have an E-mail address on file, could vote via the Internet and so the Club would only need to print out, label and stamp ballots for those members who do not have E-mail. At first it was thought that this would need an change in the Bye Laws, but a check there shows the only requirement is that the ballots "are sent out". That only left the issue of making sure that no-one voted more than once and Dave felt that the ownership of the E-mail address ensured that any attempts to do that would be quickly identified. As a result the Board approved the approach of sending out ballots to all those members that have E-mail addresses on file, and the remaining ballots would be sent out using the traditional Post Office route. The final ballot will be approved at the November 4th Member's Meeting and the ballots will be sent out shortly after that with the intent for them to be either returned via E-mail after being marked up, send back to Dave via the Post Office mail, or brought to the December 2nd Member's Meeting where the final count will be made.

One final note made by John was that Joe Miele is planning on selling Magnum fuel at below list price but will only sell it by the case (4 gallons), so if anyone wants some good fuel, please contact Joe by contacting him at joe@madisoncomponents.com.



Events

- Tucson Shootout, Oct 11/12th
- .25 size race Oct 19th
- 1/8th Air Force Fun Fly Oct 25/26th
- Fall Auction November 1st (at Field)
- Jet Rally Nov 22-24th
- Wings Over Arizona Dec 6/7th
- .25 size race Dec 14th
- New Year's Day Fly In Jan 1st
- .25 size race Feb 8th

All upcoming events are also listed on our website.

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

Members:	293
New Members:	2
Total Members:	295



Some Photos from the field

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. _____



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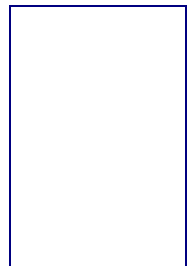
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