



# Touch & Go

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ARIZONA MODEL AVIATORS, INC. MESA, ARIZONA

September 2008

## 2008 Club Officers

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Mike Currier	480-984-4786
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Gary Bailey	480-807-3360
Larry Nichols	480-926-3729
Roxanne Cottrell	602-321-7955
Paul Goldsmith	480-588-6941
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Gary Porter	480-984-6290
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Don Manchester	480-854-8396

## President's Corner

John Mangino, President  
**Arizona Model Aviators**

Here is the seventh of a series of write ups in which our Club Officers giving details of their model flying background and experience. This month we have the third of our Current Board Members, Roxanne Cottrell.



Hi all, my name is Roxanne Cottrell and I'm currently serving on the Board of directors. I joined the club in 2000 along with my flight crew and support, Lonny. I originally became involved with RC because my 2 sons wanted to learn. After a short learning curve for them and a little longer for me, we enjoyed a couple of years of flying. The boys

suddenly found girls and cars (not necessarily in that order) and left me on my own with RC. Fortunately my company did a few RC projects for the movie and film industry including Candid Camera and Touchstone pictures, and I've been able to enjoy RC since. Lonny and I have worked the raffles for many years and generally help with as many events and work parties as we can. I instructed for a while when the club was working with Sunshine acres. I enjoy WWII scale aircraft, and have 2 T-6's (flying), 2 Corsairs (1 lacking engine break-in, the other a forever project), and a P-39 (flying) that I entered in Scale Masters 2 years ago. Lonny and I also, along with Gary Bailey's input & Joe Bailey (he did all the welding), created and plasma cut the club sign at the entrance. Having flown at several other clubs and fields, I'm convinced ours is the best club and definitely the best field. CAVU to all, and see you at the field,

### Next Club Meetings

**Oct 7 and Nov 4, 2008**  
Tuesday 7:00 pm  
Viewpoint Golf Resort  
**8700 E. University Rd. Mesa, AZ.**  
**Meetings in the Green Room**  
To view map visit our website:  
[www.azmodelaviators.com](http://www.azmodelaviators.com)



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

Please note the next (October) Members meeting will not revert back to using the meeting location we normally use during the winter months. That is, we will not be meeting in the Meeting Room near the ball field that is accessed via the Hawes Road entrance to ViewPoint, but will continue to meet in the Green Room in the Main Building.

I mentioned in the last Newsletter the need to keep your speed down when driving into and out of the field, but I think it needs to be said again so everyone remembers. The speed limit of 10 mph, which is posted on the road into the field, is not there to be ignored.

We need everyone to slow down to minimize kicking up a dust cloud behind our vehicles. My experience is that sometimes even 10 mph is too fast as you can still kick up a lot of dust even at 10 mph. The EPA is clamping down on air pollution, especially dust in the air and they have passed that word down to us through the Parks Department. If you drive in, please look in your mirror, if you see dust being kicked up, please slow down. We are finding that a number of people seem to take great pleasure in doing burn outs on the road. This throws the aggregate off the top of the road. After this warning/appeal is published, if we find people are still kicking up a lot of dust and/or doing burn outs, they will be warned and if the warning is ignored we may be forced to suspend them from the Club. If the Parks Department sees our members creating dust, they will shut us down without requiring they give us a warning. So if you like to do burn outs, please do it somewhere else and please keep your speed down when entering the field.

A few weeks ago we had the first of the new 2008/2009 series of 25 size races and what a turn out we had. 20 pilots signed up to fly. There was only one crash (due to a radio failure) and some great racing. The 1/12th ARF scale war birds from Great Planes and World models showed their speed and were voted in as alternate models at the end of the racing. Although the new models look good, the Superstition racers still took the top three spots with Lewie Kear first with 20 points, Bill Adams second with 19 points and Dave Reichart third with 18 points. The next race is on Oct 19<sup>th</sup>, so come on out and watch some fun racing. As some of you may know the hot engine for these races is the Webra .25 with the one piece muffler. These have been a little difficult to get recently. As a result one of our members, George Joy, has become a distributor for Webra on the West coast and is taking order now. He will also have a full range of parts.

As everyone is aware, the new 2.4 GHz Spectrum radios are the latest thing out there. Among their major advantages are that you will not get hit with interference from someone turning on with the same frequency as you. Stu Richmond has just obtained a really nice article written by one of the foremost experts on these radios, Eric Meyers of Horizon Hobbies, on how best to use these radios. We will be running parts of this over the next few Newsletters. I thank Stu for letting us in on the secrets.

### **Spektrum Best Practices article**

We've learned a lot about the use of DSM in all applications of R/C modeling. While DSM solves 98% of the RF-related issues that plague 72/75Mhz bands (being shot down, shooting others down, model-generated interference, external interference, etc.), there are still

opportunities to maximize your DSM experience through use of these "best practice" ideas and applications.

#### **DO**

- Insure your system has adequate voltage
- Use the maximum number of remote receivers
- As a minimum, use the Flight Log for your first flights
- Perform at a minimum, a range test
- Stay relatively close-in your first flight
- Spread remote receivers far apart in the plane
- Polarize your antennas
- Use a second battery in your most valuable aircraft
- Consider putting a piece of clear tubing on receiver antennas
- Point your TX antenna vertical
- Keep remote receiver wiring away from noise sources
- Use quality servos, like JR
- Look into the source of flashing receiver lights

#### **DON'T**

- Use any amplified Y harness
- Use old batteries of unknown condition
- Cut off or change the antennas
- Use electronic reversing Y's
- Point your antenna at the aircraft

Here are more details on each of these concepts...

#### **Do insure your system has adequate voltage**

The #1 problem encountered by DSM fliers is inadequate power supply. Unlike PCM, where servos get "crunchy" at voltages as low as 2.5 volts, the digital system used in DSM shuts down at 3.2 volts. 99% of fliers have no problem, but when you do, it's a toughie. New QuickConnect software allows restoration of your radio link the instant voltage is restored.

#### **CAUSES**

- regulators heat up, losing voltage
- use of new generation high performance servos without increasing power available
- nicad/nimh batteries with poor capacity/high impedance that cannot deliver the wattage the system needs
- Add-on power supply systems are sometimes not robust enough to handle high current for extended periods of time

#### **FIXES**

-use the Flight Log to monitor your onboard receiver voltage (especially important with regulators.) Try this trick of plugging the Flight log in, put a load on all your

surfaces, simulating a maneuver with the highest load (snap roll, roller, etc.) and watch what happens to your system voltage. If it drops substantially - a volt or more – especially to levels below 4 volts, look at using a battery with greater voltage, greater capacity, or both. This \$30 flight log, when used as a voltmeter, can save your project!

-If you're using a single battery, consider using a second battery of identical size / voltage/ capacity. You can plug a second battery into any of the Spektrum receivers in an open port. You cannot harm a Spektrum receiver with too many volts or amps.

-If you're using a regulator, consider the new Spektrum system regulator. It's specifically designed to "keep its cool" and not lose performance when being worked hard. We've seen some under-designed units whose output is reduced significantly when loads are high and sustained.

The rest of the article will be in the following month's Newsletters.

As a caution though, based on the words in the article above regarding low receiver battery voltage, Eric mentioned that they had someone claim a "radio failure" at their field. Here is what Eric had to say about this incident.

"Just yesterday, we had a guy with a 1/3rd scale model having "control problems". He brought it in - very erratic. He was lucky to get it on the ground then tried to taxi it back to the pits. When he gave it a blast of power he had no control and fortunately it nosed over. It's funny how little control one has when your batteries are dumping below 3 volts. Single pack, hadn't been used in a year, fast charged, no discharge - all the classic ways to assure you'll have "radio failure"."

Here is an interesting piece of information that was sent to me by Gary Polinski and originated from the Senior Pattern Association. Most Futaba battery packs and individual Sanyo battery cells (which most OEM radio manufacturers use) have a two-letter date code stamped somewhere on the pack or cell. The first letter of the code is the year of manufacture and the second letter is the month of manufacture. 1996=A, 1997=B, 1998=C, etc. January=A, February=B, March=C, etc. If you have a battery or pack with a date code of IB, it was manufactured in February of 2004.

Some of you may have heard that Jim Stanley has rigged his Ultra Stick up with a very small video camera. A week or so ago he flew it for the first time and everything was going well until the engine quit at about the worst possible time, when he was low, going slow and down wind. If anyone would like to see the interesting view of an "arrival" from the model's perspective, you

must see the video on

[http://www.youtube.com/watch?v=5VELaMcN\\_fU](http://www.youtube.com/watch?v=5VELaMcN_fU).

Fortunately the model was not seriously damaged and will fly again another day.

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.

## Sept 2 Club Meeting Minutes

John Mangino called the meeting to order at 7:00 PM. There were no guests present.

Mike Currier presented the Treasurer's report which prompted a motion to accept, which was seconded and approved.

According to Don Manchester our membership Chairman, we now have 293 members. It was agreed that the dues will remain the same as in 2008.

Paul McDevitt, on behalf of the contest committee, gave a report on the CAMAC calendar and various club activities in the near future. For more details please see the web site and the list at the end of the Newsletter. There will be the first of the new series of 25 size races on September 21st. The auction will be at the field November 1st. The jet rally will be held November 21st, 22nd, 23rd. A giant scale meet is scheduled for December 6th and 7th. There will be a fly-in at Rye, AZ on September 27th. This is being sponsored by the Rim County Flyers. The Tucson Shootout is to be held October 8th to the 12th. The 1/8th Air force has a function October 25 and 26th at Cave Buttes field. This is the AMPS club.

Under safety it was mentioned that people are still flying over the runway when they are not in the activity of taking off or landing. This is not an acceptable practice. Please stay over the berm which is north of the edge of the runway.

As a help to new pilot training and for pilots that want to expand their skill levels, Roxanne Cottrell announced she is donating a great Planes 3.5 flight simulator to the club. The checking out for use of this will be handled by Jean Savoie who also handles the DVDs and VCR tapes.

On the subject of Field maintenance Paul Goldsmith requested that members stop running into the concrete bumpers. They will have to be reset due to being bumped and moved. We are going to use longer re-bars in the center and back them up with bars in back of the bumpers to help keep them in place. They will then be painted for the event season. Weed control in the parking lot and areas surrounding the runway was mentioned along with some pilot box fence repairs.

Steve Leenstra then presented a Show and Tell. He showed an Ultra Lite that took 23 years of interrupted building to complete. It has been flown at the field successfully and is very graceful in the air.

Paul McDevitt spoke briefly about the antennas on the 2.4 GHz radios. There was some discussion about some flying experiences at the field by John Mangino.

A motion to adjourn was then proposed, seconded and passed.

## Sept 16 Board Meeting Minutes

John Mangino called the meeting to order at 7:01pm. No Treasurer's or Membership report was available, so the first discussion was associated with the upcoming events that are listed on the Web and at the end of the Newsletter.

Dave Dunn then gave a quick rundown on how Instruction is going. Dave reported that it is going well with nothing new to report except Dave himself will be out for a while (having surgery) but Rick Smith is still handling some of the instructing.

Paul Goldsmith then reported on Safety. Apparently one member is insisting on flying his helicopter from the middle (#3) pilot's station even though the Bye Laws require the use of either the #1 or the #5 station to minimize interfering with other flyers, especially when they are taking off or landing. The Board agreed to fabricate and post a sign to make this requirement more obvious to members. On the topic of field improvements it was agreed that a hole still needs to be drilled and sleeved so that it can take a flag pole primarily for use at our events. Also a second hole needs to be drilled close to the existing starting post holes so that the larger IMAC size models can be automatically restrained if needed during starting instead of requiring someone to hold the model. As the current frequency cards are starting to show their age a new set will be made up. The need to get the word out about not backing in too fast in the pits and knocking loose the bumper blocks, was again mentioned. This has been highlighted and published a number of times but members are still backing in too fast. Please help by being more careful when backing in. Paul indicated that the wood for the bleacher upgrades has been ordered and when the hardware comes in, the bleachers will be updated. On the issue of weed control, the Parks Department approved the chemicals we proposed to use but insisted that we cannot do the spraying ourselves and they say we need to hire someone to do the job for us. As this will increase the cost significantly it was agreed that we will continue to use the old approach of using a drag behind a tractor to clear the weeds. Larry Wende has already agreed to drive the tractor. However, as we do not want to do it twice before the end of the winter flying season, it was

agreed to wait until closer to the Jet Rally (towards the end of November) before doing it the first time.

Due to the confusion as to when the early start time changes during the summer, the Board approved that there should be one fixed start time all year round. This will be 7:00 am and they agreed to get a sign made up to that effect and have it posted for all to see. The new time will take effect when the sign goes up.

Due to a number of issues like this, it was agreed that it is imperative that the Bye Laws Committee start meeting and review the current Bye Laws so any changes can be brought before the Board initially and then ultimately the Members, for approval. On the question of who would be willing to put their names forward for consideration for running again next year, the only Officers that had not made any indication before the meeting were Paul McDevitt and Lewie Kear, and both indicated a willingness to run again.

Under new business, it was mentioned that the Tucson Club (TIMPA), who run the Tucson IMAC Shoot Out, was looking for donations to fix their runway. Everyone thought this was an outrageous idea as the runway was installed for them for free. Plus all other Club have to maintain their own field so why does TIMPA use this approach. A question was raised as to who was to be the CD for the January Electric Festival as the sanction application that Roxanne has received had that information missing. Due to some concerns about the location of the January Banquet, Lewie Lear and Paul McDevitt agreed to look into alternate sites. John Mangino closed the meeting at 7:36.

## Events

- **Prescott Valley Fun Fly Sept 13/14<sup>th</sup>**
- **.25 size race Sept 21<sup>st</sup>**
- **Rye Fly In, September 27<sup>th</sup>**
- **Tucson Shootout, Oct 11/12<sup>th</sup>**
- **.25 size race Oct 19<sup>th</sup>**
- **1/8<sup>th</sup> Air Force Fun Fly Oct 25/26<sup>th</sup>**
- **Fall Auction November 1<sup>st</sup> (at Field)**
- **Jet Rally Nov 22-24<sup>th</sup>**
- **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>**

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

2008 Membership, as of Sept 2nd was as follows:

<b>Members:</b>	<b>292</b>
<b>New Members:</b>	<b>1</b>
<b>Total Members:</b>	<b>293</b>

# Some Photos from the field





## Earn More with Less Risk

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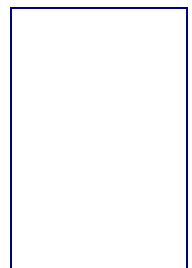
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