FLIGHTLINES

MINOT AIRCRAFT MODELERS **MIN0T, ND**

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Charter 1195

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NEWSLETTER

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Next MAM Meeting

When: Tuesday, April 4
Where: Minot Public Library

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

From The Desk Of The President:

Spring is just around the corner, which means we can be airborne very soon. Thanks to a mild Winter, with little snow (so far…hold your breath) many of us are experiencing "Spring Fever". If you get the urge to fly please remember that the flying field grounds are quite soft so be careful where you drive. I am looking forward to another exciting event filled year.

Our next event will be the Winter Party at the International Inn on Saturday April 8th followed by the Mall Show on Saturday April 22nd. I for one am looking forward to see all the new aircraft built over the Winter at this years Mall Show. Rumor has it there will be some nice ones. Please make plans to attend and be sure to bring your planes even if you don't have anything new. It's our way of letting the public see what we enjoy to do and to learn about our hobby. We continue to welcome new members to a fun and challenging sport. Hang in there; Spring is on the way.

Spring Flying Check List

Editor's note: It's almost spring, and with nice weather comes the urge to fly. Now is the time to check your airplane. Why not make a quick check list?

Start with something like this . . .

• Check the general overall condition
• Hinges—make sure they are tight and not binding
• Bolts, nuts, and screws—make sure they are tight
• Covering—make sure it is tight, not torn, and does not have any small holes
• Servos—make sure it is not binding or loose
• Batteries—make sure they are cycled and charged with no damages or leaks
• Flight box—make sure you have all necessary tools and spare items (this year, how about putting some Band-Aids in your flight box)
• Attitude—make sure you keep it good

Convenient Clean Up

Want a nice, neat, convenient way to clean up that airplane? Use baby wipes, those soft wipe tissues that come under various brand names and are packaged in handy plastic boxes. The wipes must contain some kind of cleaning agent because they remove oil very well, and the lanolin in them acts like a polish.

From the Barnyard Buzzards Model Airplane Club, Monroe WA
By Randy Turner, Safety Officer
Ron Swift, Editor

APRIL SHOP TALK…By Bill Benno

This month I visited with Joe Perry. Joe has been around aircraft big and small for several years. After 23 years in the Air Force he decided to stay here in Minot. Joe's wife of 53 years, Arlene, is a North Dakota gal so that helped the decision.

Joe joined MAM in 1973 wanting to learn to fly model aircraft. He started out with a two channel Tri Square. John Nelson and Mike Kramer got Joe in the air and signed him off. Joe still has his Pilot's Patch Requirements sheet that he is still proud of.

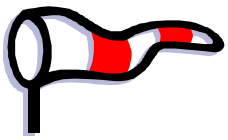
Joe scratch builds most of his planes from plans, which he has a lot of, with a few kit planes mixed in. One of his favorite planes was a clipped wing Taylorcraft. He's working on another one with a straight fully symmetrical wing. He's also redoing his PT-17 Stearman, changing it into a Super Stearman.

Radios are the biggest change Joe has seen over his years of flying RC. With all the pictures and types of models Joe has, it's easy to see he really enjoys these flying machines.

One of Joe's biggest projects is this B-17 that he also built from plans. He has lots of hours of hard labor in this big bird.

Cool….big plane….little plane….from Garnet Burke

QUOTE Of THE MONTH



Confucius' only known saying about Radio Control flying—
"To learn to fly in wind, one must fly in wind."

WHAT DID YOU DO THIS WINTER?

Bill Benno and Randy Mackey flew every month this Winter. They were often joined by Jeff Settel. Bill & Randy have flown every month since Randy started flying in the Spring of 2005.

If you have pictures or information for the newsletter about your Winter flying or building projects, please give us a call at 858-7942.

2006
COMING EVENTS

- **April 8**
  MAM Winter Party
  International Inn

- **April 11**
  Jamestown Mall Show
  Buffalo Mall

- **April 15**
  Williston Basin Modeler's
  2006 Static Mall Show 10:00 a.m. to 3:00 p.m.
  Williston Community Library

- **April 22**
  Minot Aircraft Modelers Mall Show
  Dakota Square 10:00 a.m. to 2:00 p.m.
  Judging at 1:00 p.m.

- **May 2 First MAM meeting at the flying field….**

- **June 9-11 ND State Skids Up Heli Fun Fly Bismarck**

- **June 24 MAM PUBLIC OPEN HOUSE**

- **June 29 - July 3**
  Asessippi RC Fun Fly
  North of Russell MB

- **July 8 & 9**
  Columbus Fun Fly

- **July 14—16 ND Prairie Rose State Games Fun Fly—Bismarck**

- **July 22 & 23**
  Jamestown Fun Fly
  1 Mile South of Pipestem Dam

- **August 4 - 6**
  Gainsborough Fun Fly

- **August 5 - 6**
  Valley RC Flyers Fun Fly - Fargo

- **August 18 - 20**
  Gimli Model Fest 2006

- **August 19 to 20 Art May Memorial Fun Fly—Bismarck**

- **August 26 & 27**
  Minot - The International Fun Fly
  Dick Winje and Lanny Wade Co-Chairmen

MAM FIELD RULES

1. The gate to the field is open any time a Club Member is present. Last Club member to leave the field locks the building and gate.

2. The gate combo will be available to all current members.
3. Non-Club members (guests) see Club Safety Rules
4. Entry road and parking area speed limit is 15 MPH
   or the speed that does not cause dust.
5. No flying before 8 a.m. without permission. No restrictions on electric or non powered sail-planes.
6. All glo powered aircraft must meet the 103db sound level at 3 meters.
7. All gasoline powered aircraft must meet 100db sound level at 3 meters.
8. RV camping allowed (limited hookups).
9. Shelter area may not be used as a pit area.
10. Flight operations will cease during electrical storms.
11. Emergency Numbers:

There is a phone located in concession building.
Hospital 857-5000
Police 911
Give location
100th Ave. & 100th St. NE

There is a first aid kit in the concession building.

Created on 4/24/2003

Modified 5/14/2003

Searching for the Perfect Windy Weather Airplane

By CLAY RAMSKILL

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's just common sense—but for someone with experience, the wind should be another challenge to add some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of airplane you're flying also has an effect on your ability to handle winds. Let's go through some airplane design features and see which ones have the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane (everything else being equal), the better it will handle winds of all kinds. They don't "flop around" as much!

Dihedral: The more dihedral in an airplane's wing, the more it is going to be affected by crosswind gusts. It is hard to keep the wings reasonably level, and therefore, lineup to the runway is difficult in a crosswind situation.

Wing loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and the lower aspect ratio wing has a greater tolerance to changes in angle of attack caused by gusts.

Power: It's pretty obvious that having the power to overcome the forces provided by the wind is a must. The same goes when you get into a sticky situation.

Lateral control: Ailerons are very beneficial in a crosswind, in landing, and in takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping the wings level with aileron during landing.

Landing gear: Tri-gear airplanes are easier to land and take off in a crosswind than tail draggers. The wider the spread on the main gear, the better.

Maneuverability: This one's a bit harder to quantify. You want an airplane with stability, yet you do need good maneuverability to cope with wind gusts. So you want an airplane that is stable, yet responsive.

Wing mounting: Generally, a low wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. So the low wing airplane is not rolled by a side gust as easily. Also, by mounting the main landing gear on that low wing, you can spread them out wider.

It's unfortunate that almost every item above is in opposition to the characteristics of popular trainers, the main exception being the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Cadet Mk2. While the Seniorita is a bit slower and easier to fly, the Cadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane to fly in windy conditions.

via *Balsa Chips* Huntington CT
Connecticut Model Airplane Club Ray Hinds, Editor

MAM SAFETY RULES

Each month thru March this column has featured our Safety Rules. Here's a complete copy for your use. There is also a copy posted at the flying field.

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 ob- served. The Safety Officer has the last word and may ground airplane 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 existing 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.