

FLIGHTLINES

MINOT AIRCRAFT MODELERS
Volume 21 Issue 3



MINOT, ND
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Charter 1195

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NEWSLETTER

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Next Meeting

When: Tuesday, March 4th

Where: Minot Public Library



Time: 6:00 Executive Board

7:00 General Meeting

Refreshments Provided
By Bill Benno
(With a little help from
Audrey)

Thanks to everyone who paid their
MAM dues....



If you haven't paid your dues...
Please send them to

Jerry Cushing, Treasurer
817-151/2 Ave. SW
Minot, ND 58701



Just Plane Funny.....

A photographer for a national
magazine was assigned to take pic-
tures of a great forest fire. He was advised that
a small airplane would be waiting to fly him
over the fire.

The photographer arrived at the airstrip just
an hour before sundown. Sure enough a small
Cessna airplane was waiting.

He jumped in with his equipment and shouted,
"Let's go!"

The tense man sitting in the pilot's seat swung
the airplane into the wind and soon they were
in the air, though flying erratically.

"Fly over the north side of the fire," said the
photographer, "and make several low-level
passes."

"Why?" asked the nervous pilot.

"Because I'm going to take pictures," yelled the
photographer.

After a long pause, the pilot replied, "You
mean, you're not my instructor?"

From the Windom Eagles-Windom, Minnesota

DID YOU KNOW...



A Committee is look-
ing at replacing the
fence along the flight
line...members of the
committee are:

Roger Lee, Shane Barber and Russ Gohl.

There has been some discussion about put-
ting pilot stations along the flight
line....more discussion at the next meeting.

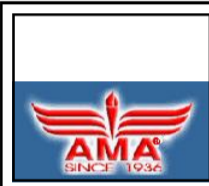
Bill Benno has finally been able to move
into his new shop....now he says he doesn't
know where to put his planes!

There has been a change in the dates for
the International...

MAM's Safety Rules will be in the April
edition of FLIGHTLINES...



Happy Easter....



Tips & Tricks

Good Cleaner

Here is a concoction I came up with. In an empty spray bottle, add a tablespoon of dish washing detergent, then fill the bottle halfway with regular rubbing alcohol, and top off with hot water. I have found this to work really well for cleaning the oil off of the wings and fuselage after a days worth of flying. Strong cleaner but will not hurt the covering or take the colors off.

New Life to Old Wire Landing Gear

Did you ever have a problem where your wire landing gear seems to get weaker and weaker? A possible solution is to remove the gear from the airframe and remove all the hardware from the gear wire (i.e. the wheels, collars, pants, etc). Preheat your kitchen oven to 450°F. Place the wire on a cookie sheet in the oven for one hour. Turn off the oven and toss the wire into cold water to cool it off quickly. What you have just done is to re-temper the music wire and you should have put new life into that old gear. Note that soldered joints should not be harmed as solder doesn't melt until about 700°F.

Mixing Epoxy

When mixing epoxy use an old coffee can lid, after the epoxy hardens just flex the lid and the epoxy will pop off.



MAM Social and Mall Show....

Plans are underway for our annual Mall Show and Social. Both events will be held at Dakota Square Mall.

Michelle and Audrey are working on the menu for the Social, getting door prizes and planning a fun evening.

The Social provides MAM members the opportunity to spend an evening catching up on building projects, grandkids, etc. and prepare/or purchase a sweet treat that's auctioned off with proceeds going to MAM.

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 14 th & 15th
MAM Open House
Co-Chairs Doyle Chester and Joe Korner

PICNIC

June 14th & 15th
Club Picnic
Co-Chairs - Jean Gohl and Michelle Schoneberg



June 14th & 15th
Christmas in June

NOTE THE DATE CHANGE FOR THE INTERNATIONAL




August 22nd – 24th
International Fun Fly

The Secrets Behind Building and Improving ARF Models - Part II

by Jim Soque
From the Long Island Aero Radio Society, Bohemia, New York

- When drilling the holes in the cowl, sandpaper; enlarge gradually.
- Attach a flexible pushrod material to the ventral vent hole three times cooling of your engine.
- Measure the aluminum ruler and take note in centimeters.




enlarge them using a drill bit wrapped with some 220-grit sandpaper; pull the fuel hoses forward through the firewall. This allows for maximum stabilizer tips to a center point over the cabin using an aluminum ruler and take note in centimeters. Measure twice and always use epoxy.

Tech. Editor's Note: Do not use any string, line, cloth measuring tapes, or anything flexible to measure with. If the measuring device sags or bends, support it so it is straight over its length.

- Level any imperfect surfaces with your eyes, then put a level on it. Take away any balsa gradually with a hobby knife.
- Use a 90° angle device for your vertical fin, or try a laser leveling device.
- If your kit comes with 2mm or 3mm hardware, switch it to 2-56 or 4-40 hardware instead.
- Change the supplied wheels to wheels with tread. Don't use cheap wheel collars.
- Use a hinge-slotting tool (I prefer electric) to widen the pre-cut hinges on control surfaces. Use slow cyanoacrylate glue on the hinge surfaces edge, then insert the hinge.
- Z-bend the links for the control rods at the servo arm end.
- Mount your cowl with beefier screws and washers.

Tech. Editor's Note: Reinforce the part of the cowl where screws or bolts go through. Use a small piece of cloth soaked in epoxy and placed on the inside of the cowl or any other part that needs reinforcing. Fiberglass cloth is a good choice but any woven cloth will do.

- Mount your switch harness and charging jack opposite from the exhaust side of the aircraft.
- Use a glow-extension device for any inverted engines.
- Use scrap fuel line pieces to secure your clevises.
- Tape any servo extensions to the servos main wire for insurance.
- Run the antenna wire inside the fuselage and out the back whenever possible.
- After you finish, test run your engine, high and low end, before coming out to the field.
- Fully charge everything before packing it up and heading to the field. ☺



For New Pilots...

From the AMA Insider

Here's a flying tip for new pilots:
Something to pay attention to when learning to fly is control reversal. Control reversal is when the inputs on the transmitter sticks must be reversed when your airplane is flying toward you, rather than away from you. When flying away from you, there is no problem; just move the stick in the direction you want to turn. Many new pilots become disoriented when their airplane is approaching them. To help with this, move the stick in toward the low wingtip. This will level the wing when your airplane is coming toward you, avoiding a sharp bank and possibly a crash.

Example: Say your airplane is coming toward you, and the right wingtip is low, as if banked to the right. Move the stick to your left, toward the low wingtip. This will bring the airplane's right wingtip up, and level the wing. I also recommend getting Real Flight G2 if you do not have it. Practice on that before you fly an airplane or helicopter for the first time or if you have been away for an extended period of time. It will save you money and heartaches in the future. ☺