



# THE BARNSTORMER

NEWSLETTER OF THE HEMET MODEL MASTERS

<http://www.hemetmodelmasters.org>

February 2007

## HEMET MODEL MASTERS MONTHLY MEETING

HEMET MODEL MASTERS GENERAL MEETING

Minutes for January 15, 2007

President Jay Turner called the meeting to order at 7:05 P.M. which was followed by the membership's pledge of allegiance to the flag of the United States of America; the membership's approval of last month's meeting minutes, and a verbal report on the state of the club's finances from Dave Chizlett, club treasurer.

President Jay Turner then called for guests and new members. New members Bob Rosenlof and Curtis Kitteringham were welcomed to the club.

President Jay Turner opened the floor for discussion of "old" business.

Ralph Campbell discussed the remains of a recent crashed jet being dumped in the trash containers. He cited the field rule that requests "if you bring it take it home with you". The trash containers are not automatically emptied by the city. Safety Officer Art Chavez discussed the 400 ft AGL field rule which according to Art is not being observed. He asked that the newsletter again remind members of the rule

President Jay Turner opened the floor for discussion of "new" business.

Bill Hart brought the members up to date on the Scale Masters Qualifier and Championship events. He has secured 20 motel rooms for the Qualifier and 50 rooms for the Championship. Bill then addressed the "Open" event which accepts models that generally follow the outline of the full size and there is no "builder rule" in effect. Bill addressed the need for sponsorship and he will contact a number of sources. Chris



## President's Message

I was reading a recent copy of Model Airplane News and noticed that they have an article about the U.S. Scale Masters Event of 2006. At the end of the article it is mentioned that the 2007 U.S. Scale Masters event will be held in Hemet CA. I look forward to this event in October.

I hope everyone is ready for the 4 Amigo's Semi Scale event March 24th. This is a great event. I hope you guys take this event and use it as a pre-qual to the U.S. Scale Qualifier that is coming in April.

I want to remind you that we will need volunteers for both these events. Please come out and show your support for your club. If you would like to volunteer, please contact me.

Keep flying the skies safely and I will see you at the field with radio in hand.

Your Prez,

Jason Turner

## Reminder Your Dues are Due!!!



# Meeting Minutes Cont.

Wdowiak suggested that he would look into the possible support from the "Tribe" where he has contacts.

Jack Wilson advised the members that the Sun Shades at Costco are not available as yet. However his contact at Costco said it would be soon.

There being no other "new business" President Jay Turner called for a break in the action for coffee and goodies.

Show & Tell had 4 participants; **Art Horne** displayed a large electric 3D'r, **Dennis Nyberg** displayed his WWI Fokker Dr.I triplane, **Paul Brassard** displayed his very nice delta wing and Dick Smith displayed his "PNT COOL" electric. All four received their raffle tickets for the special year end drawing held **only** for Show & Tell participants

After the Show & Tell, President Turner called Art Chavez to the front where he received his Life Time Membership plaque. Art has filled many roles in the club and most recently that of Instructor Pilot and Safety Officer both of which he takes on to a 110% level. One other role that most members recognize is Event Cook.

The raffle was then held with the following results: **Bob Crouse** won a switch assembly, a charger, a hat, and some CA; **Chris Wdowiak** took home a Flight pack; **Kenn Barton** took home a charger and a hobby saw; **Bob Crouse** won a charger, some CA, a switch, and a hat; **Paul Brassard** went home with a hobby tool, a switch, a P47 CD, and some epoxy; **Chandler Rose** won a hobby knife; **Bud Barnett** won a hobby tool; **Art Horne** took home the Ultra Stick and **John Sprague** took home tachometer

Again thanks from the Secretary to those who took the time to print their name on the prize list.

President Jay Turner adjourned the meeting at 8:45 PM

1/15/07 Minutes Submitted By Jack Wilson, Secretary

Attendance at the meeting = 34 persons

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**Due to unforeseen events, the date for the Pine Float Fly-In has been moved forward one week to Sept. 22-23, 2007**



Art Chavez is awarded a Life-Time Membership for all his hard work and contributions to the Hemet Model Masters. Great Job Art!!!



## Happy Valentines Day!

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SEND NEWSLETTER BY **EMAIL** \_\_\_ OR US MAIL \_\_\_

FILL OUT A SEPARATE APPLICATION FOR **EACH MEMBER** JOINING UNDER A "FAMILY" STATUS  
INCLUDE A SELF-ADDRESSED STAMPED ENVELOPE TO HAVE YOUR MEMBERSHIP CARD RETURNED BY MAIL  
BE SURE TO SEND A COPY OF YOUR CURRENT AMA LICENCE & ANY APPLICABLE WAIVER WITH APPLICATION

SEND APPLICATION TO HEMET MODEL MASTERS POBox 754, SAN JACINTO, CA 92583

MAKE YOUR CHECK OUT TO: HEMET MODEL MASTERS

————— CUT HERE AND SAVE THE LOWER PORTION —————

**HEMET MODEL MASTERS**

The Model Masters Club is mainly dedicated to Radio Controlled Aircraft, but we welcome all different types of model aircraft interests.

We are chartered by the Academy of Model Aeronautics (AMA) with membership open to all parties who belong to the AMA and are interested in the building and flying model aircraft. We have one of the best paved flying sites on the West Coast which is available to members and guests every day of the week. During the year the club sponsors several sanctioned events and club Fly-Ins for R/C aircraft along with other club activities.

Club meetings are held on the third Monday of each month at 7:00 PM, at the Valley Wide Recreation Center located on Esplanade Ave. one half blocks west of State St. in the City of San Jacinto. Our monthly club raffle is the greatest around, with merchandise, including; kits, and sometimes even engines and radios. Our meetings are attended by some of the most active model airplane builders and fliers in Riverside County. We try to have a great guest speaker, either someone from the modeling industry, full size aviation, or a particularly talented modeler who is willing to share his building know how and techniques. We'll be honored to have you attend our next meeting as a guest or as a new member.

So if you are already into, or thinking of getting into R/C model aviation, ask yourself why not join? Check into our web site "hemetmodelmasters.org" for addition information.

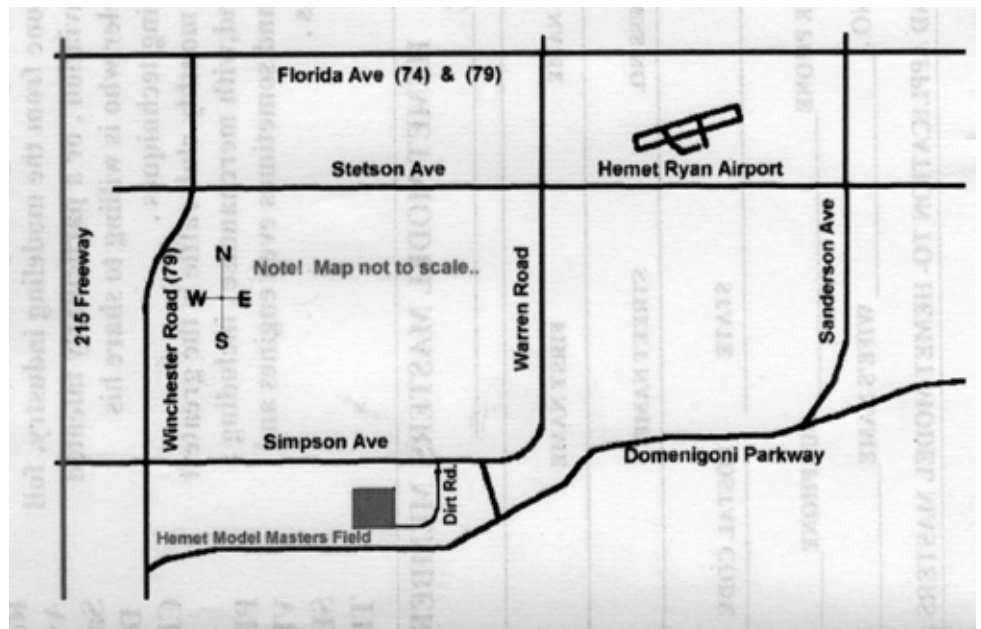
Direct Questions to any of the following

- PRES JASON TURNER 951.654.0194
- VP KENN BARTON 951.927.1612
- SEC JACK WILSON 951.929.4061
- TRES DAVE CHIZLETT 951.672.0471

**MEMBERSHIP FEES**

- INITIATION SENIOR —\$20
- DUES 19 & OVER —————\$36/YR
- INITIATION JUNIOR —————\$5
- DUES JUNIOR —————\$5/YR
- INITIATION FAMILY —\$20
- DUES FAMILY —————\$41/YR
- 1 SENIOR, SPOUSE, ALL JUNIORS
- SOCIAL EVENTS, MEETINGS
- DUES CONTRIBUTING —\$10/YR

Rev.12/4/06



# DICKS PERSPECTIVE (Radio interference part I)

In the following articles I will talk about how to improve your chances of bringing your airplane home in one piece after each flying session.

In Oct 2005 I wrote an article on the reliability of our current radios to point out that the reality of getting hit today is very minimal if you are using a “state of the art up-to-date radio”. To have an up-to-date radio it must be serviced regularly and tuned every two years. Yes, even the latest state-of-the-art radios need to be tuned every two years. I will cover the reasons in detail later.

The hits we may still experience are usually referred to as mysterious “radio-frequency interference” (RFI). RFI problems are the most frustrating thing an R/C pilot has to deal with. I believe a better terminology would be an “electrical field in close proximity to our receivers gets built up from specific vibration frequencies within the aircraft.” Many of the noise frequencies are in the 72 MHz band, this in turn causes the mysterious glitches we sometimes experience.

There may still be one other problem lurking out there from time to time that may be a real hit. Prior to AMA lobbying to get us “airplane only” frequencies we flew on shared frequencies! 5 of the 50 frequencies we now use as “airplane only” frequencies were shared frequencies. These 5 frequencies are the even # channels 40 through 48. The old wide band equipment is no longer legal, however, this does not guarantee that someone is not using old equipment to transmit with. And remember, only our equipment was limited to .75 watts output, other equipment on those old wide band channels were legal to use higher wattage, and it is definitely possible the even # channels 40 through 48 could experience illegal transmission interference from time to time. If you feel you are getting real hits on these frequencies move to a different channel.

There are many things that can contribute to these mysterious RFI problems. Many of the RFI problems R/C pilots contribute to getting hit are due to improper component installation, incorrect balance and aerodynamic trim and not understanding when and what makes an airplane stall. Also important in the safe operation of our equipment is the “preflight inspection”, using your friends to assist you in a close inspection of your installation prior to the initial flight is always a smart idea. Remember, even the smallest detail of a control hook-up over-looked can cost you an airplane! In all airplanes, whether large or small, an over-looked detail can jump up and bite you! Full size airplane pilots always do a ground check prior to getting into the airplane to fly it. It is also a very good idea for RC pilots to do the same before flying their airplane.

The unpredictable movement of the control stick (dumb thumbs) is still the most frequent cause of the infamous shout; “I ain’t got it”. Most of the (RFI) glitches are due to the lack of understanding the major causes of RFI. Following, in no particular order, is a list of things I have observed over the years that stand out as contributors to the needless loss of airplanes. Some, but not all of these contributors can cause radio glitches.

- #1 Transmitter out of tune
- #2 Not having radio serviced after a crash
- #3. Antenna/receiver wires not separated properly
- #4 Sloppy clevis & linkage installations
- #5. Servos installed with less than 4 screws and/or servo tray loose
- #6 Failure to check and charge batteries properly
- #7 Too steep of bank on landing approach
- #8 Rubber-banded wings not aligned properly
- #9 propeller out of balance
- #10 receiver in proximity of carbon
- #11 receiver/battery switch dirty
- #12 electrical connections to receiver worn or frayed

You might ask, “What could these minor details have to do with losing an airplane?” Remember, if it causes you to lose an airplane it’s not minor, it’s major! We will discuss causes and fixes of each case separately.

#1. All manufacturers recommend getting your transmitter tuned every two years for a good reason. Both PCM & FM transmitters’ out-put frequency drifts over time and you will be transmitting on sidebands rather than the correct broadcast

band. As the frequency drifts over time you are more susceptible to getting adjacent signal interference because your transmitter is not transmitting a true channel signal. Also, because you are transmitting on a sideband your transmitter may cause your buddy on an adjacent channel to have minor glitches and he will be getting “minor hits” from you. So if you are having minor problems or someone on your adjacent frequency is having minor problems one or both of your transmitters may be out of tune and needs to be serviced. As a general rule only novice pilots will get into trouble with glitches from an out of tune condition. However, a tune-up every two years keeps everybody safe.

#2. If, after a crash you ignore having your radio serviced by an authorized repairman you may lose your next airplane also. Not only can the crystal be cracked, but also a circuit board in your receiver or a servo could be cracked. This problem may or may not raise its ugly head right away, but when it does all of the bystanders will hear “I got hit or I don’t have it”. And you will be right because you don’t have it if the receiver crystal has separated or a circuit board malfunctions!

#3. Servo/battery leads in too close proximity to the antenna may cause radio interference problems in some cases. To avoid this problem separate the servo/battery leads and the antenna as far as possible. One of the best ways to do this is to place the radio receiver in the airplane so the connectors are facing one side of the airplane and the antenna lead is facing the other side of the airplane. Run all your wires on the receiver connector side of the airplane and the antenna down the opposite side of the airplane. Also, if you are flying an ignition airplane (gas engine) place the ignition system and the radio receiver as far apart as you can possibly get them. Ignition systems improperly installed can definitely cause radio glitches or hits’ which cause you to yell, “I got hit!”

#4. Clevis and linkage installations between servo and control surfaces must be slop free or “flutter” can easily occur. Periodically check your linkages and servos for wear, such as the holes in your servo arm, or ball joints wearing. As the holes enlarge in the plastic/nylon, slop occurs and creates vibration that can induce flutter. The servo gear train can get worn and sloppy; two things are eminent with a sloppy gear train, (first) worn servo gears cause higher current draw that shortens battery life, (second) gear failure will eventually happen if the servo is not replaced or serviced; if you continue to use the servo the gear train will eventually strip or lock-up, both problems can cause loss of control or flutter. Also keep your control rods as short as possible to prevent flexing that can end up as flutter at the control surface. Using a servo with inadequate torque for large control surfaces will definitely cause flutter. And flutter can strip servo gears, break components and cause violent crashes. If you don’t understand what is happening we will definitely hear one of the infamous phrases “I got hit! Or I don’t have it!” And you definitely don’t have it if any control surface has been torn off the airplane in flight because of flutter. Also, never use an all-metal linkage system; use a mixture of nylon (plastic) and metal connectors. A metal clevis on a metal threaded rod is never tight fitting enough; the thread contact between rod and clevis will vibrate and create noise that may interfere with your radio system. It is always a safer bet to use Ni-Rod when hooking up your throttle to prevent engine noise from traveling to your radio system. Both of these conditions may also cause glitches and yes! I don’t have it!

#5. Improper servo installation can create irregular control surface movement; by this, I mean the servo is twisting and taking up part of the control surface movement if all the screws are not installed. Always install your servo’s using rubber grommets and all the screws. Tighten the grommet screws carefully without crushing the grommets. The idea is to isolate the servo from all vibration. Another problem, if you have had a very hard landing you need to take your wing or canopy off of the airplane and inspect your servo mounting tray because if it broke loose on a hard landing your next flight could be your last with that airplane! And yes, we will hear the old familiar phrase “I got hit or I don’t have it”. And again you would be right because you don’t have it! However, don’t blame the radio because you didn’t take the time to check out your radio installation. month we will continue with RFI problems.

Next month we will continue with RFI problems.

## THE CLUB'S CALENDAR OF UPCOMING EVENTS FOR THE YEAR 2007

**January** ..... No Events Planned  
**February** ..... No Events Planned  
**March 24th 4 Amigo's Semi-Scale Contest** ..... at the AirPark Field  
**April 13, 14 & 15<sup>th</sup>** ..... SCal Scale Masters Qualifier Contest at AirPark Field  
**May 18<sup>th</sup>** ..... Swap Meet at the AirPark Field  
**June 27<sup>th</sup>** ..... No Events Planned  
**July 21<sup>st</sup> Club Fun Fly** ..... at the AirPark Field  
**August 25 & 26<sup>th</sup> Club Sponsored Pattern Contest** ..... at the AirPark Field  
**September 22 & 23 Pine Float Fly-In** ..... at Lake Hemet  
**October 11, 12, 13, & 14<sup>th</sup>** ..... Final Scale Masters Contest at AirPark Field  
**November** ..... No Events Planned  
**December 1st Hemet Parade; Dec. 2nd Toys 4 Kids; Dec. 8<sup>th</sup> Christmas Party**

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### The Transmitter, Baltimore, Maryland

#### And You Want to Know Why I Like Retirement ...

Q: How many days are in a week?  
A: Six Saturdays and one Sunday.  
Q: When is a retiree's bedtime?  
A: Three hours after he falls asleep on the sofa..  
Q: How many retirees does it take to change a light bulb?  
A: One—but it might take all day.  
Q: What's the biggest gripe of retirees?  
A: There's not enough time to get everything done.  
Q: Why don't retirees mind being called seniors?  
A: The term comes with a 10% discount.  
Q: Among retirees what is considered formal attire?  
A: Tied shoes.  
Q: Why do retirees count pennies?  
A: They are the only ones who have the time.  
Q: What is the common term for someone who enjoys work and refuses to retire?  
A: Nuts!  
Q: Why are retirees so slow to clean out the basement, attic, and garage?  
A: They know that as soon as they do, one of the adult kids will want to store their stuff there.  
Q: What do retirees call a long lunch? A: Normal. Q: What is the best way to describe retirement?  
A: The never ending coffee break.  
Q: What is the biggest advantage of going back to school as a retiree?  
A: If you cut classes, no one calls your parents.  
Q: Why does a retiree often say he doesn't miss work but he misses the people he used to work with?  
A: He is too polite to tell the whole truth.  
Q: What do you do all week?  
A: Monday through Friday, nothing and on Saturday and Sunday I rest!

### *Hemet's Hobby Headquarters*



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### Quotes for the Month:

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Mark Twain

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## **Reminder Your Dues are Due!!!**

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Sunday, April 1, 2007 • 10a.m.-5p.m.

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No. 214213 — M 180 RC Side Exhaust Glow Engine  
No. 214218 — M 210 RC Side Exh. Glow Engine  
No. 214240 — G 180 RC Side Exh. Gasoline Engine  
No. 214250 — M 360 Twin RC Side Exh. Glow Engine

These engines were  
the RAGE at the AMA  
show last month!



## HEMET MODEL MASTERS EXECUTIVE BOARD

PRESIDENT	Jason Turner	951-654-0194
VICE PRES.	Kenn Barton	951-927-1612
TREASURER	Dave Chizlett	951-672-0471
SECRETARY	Jack Wilson	951-929-4061

### BOARD OF DIRECTORS

Harold Hodgerson	951-652-9304
Ron Higginbotham	951-927-2138
Ralph Campbell	951-766-8625
Lyle Delano	951-927-5504
Dick Smith	951-652-4793

### SAFETY COORDINATOR

Rick Waterman	951-663-6337
Art Chavez	

### COMMITTEE CHAIRMEN

Contest Directors	Dave Johnson Dick Smith Larry Metz Rick Waterman
Flight Instructors	Harold Hodgerson Art Chavez Bob Smith Dick Hanke
Membership	Dick Smith
Public Relations	Art Chavez

## THE BARNSTORMER

Newsletter of the Hemet Model Masters, Inc. A nonprofit club chartered in the State of California and by the Academy of Model Aeronautics. Charter No. 1376

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*32103 Beaulieu Rd*

*Winchester CA 92596*

Safety Editor:

*Rick Waterman*

*951-663-6337*

### GENERAL MEETINGS

7:00PM on the third Monday of each month at:

Valley Wide Recreation Center

851 W. Esplanade

San Jacinto, CA

1/2 block west of State St.

**FEB MEETING WILL BE  
ON MONDAY FEB 20th  
AT VALLEY WIDE REC.  
CENTER**



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P.O. BOX 754  
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