



FLIGHTLINES

MINOT AIRCRAFT MODELERS

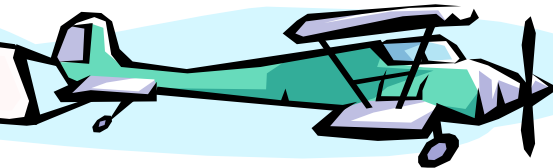
MINOT, ND

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MAM OPEN HOUSE...JUNE 23th



Charter 1195

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Next Meeting

When: Tuesday, June 5th

Where: Flying Field

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



Hot Dogs and Burgers will be served after the meeting.



**MAM ANNUAL OPEN HOUSE
SCHEDULED FOR JUNE 23rd
2:00 to 5:00**

“How far will they fly?” to “How much does it cost to get started in the hobby?” These are typical questions that the general public often have when we have our Annual Open House.

MAM Safety Rules

The Safety Rules on page 2 need to be reviewed and accepted at the June meeting. Please take some time and review our Safety Rules prior to the meeting. If you have questions or need clarification, please give our Safety Officer, Lanny Wade a call at 852-2378.

Speaking of safety.....here's a picture Garnet forwarded. This is what is left of a H9 Edge 540. Lipo fire. The battery that was used for charging it also was burning, fire hall responded. The owner has removed the engine from the photo, but the carb was burnt off.



We need MAM members to be available on June 23rd to help answer these questions, recruit new members, entertain and educate the general public.

The Open House provides us with the opportunity to promote the hobby we all love and support and do a little flying .

Volunteers are needed to fly planes, take a shift in the concession stand and facilitate the Ground School.

If you have questions or would like to volunteer, please call Ron Klusmann at 852-3589 or Maynard Kuebler at 839-6568.

NEWSLETTER

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MAM SAFETY RULES

REVISED MAY 8, 2007

1. The **ACADEMY OF MODEL AERONAUTICS** Safety Code is to be observed at all times. The code is posted on the frequency control pin board at the field.
2. The Club Safety Officer's requests will be observed. The Safety Officer has the last word and may ground an airplane or pilot that presents a potential safety hazard. Disputes over safety rule interpretations will be discussed and resolved at the next Club Board meeting.
3. Airplanes shall not be started in any area other than the PIT AREAS adjacent to the runways.
4. Do not taxi in the pit areas. Maintain **physical control** of your airplane to the runway gates.
5. Before turning on a transmitter, the pilot must place his **current AMA card** in the corresponding frequency pin slot in the frequency pin board.
6. Transmitters shall be turned off when not in use and **shall not** be turned on without the frequency pin attached to the transmitter antenna. The frequency pin and number are to remain attached to the transmitter antenna while the pin is in the possession of a pilot. After your flight, or flights, turn the transmitter **off** and return the frequency pin to the pin board.
7. Flying pilots must remain behind the flight line fence. Pilots should keep a distance of about 15 to 20 feet between themselves and other pilots.
8. Before entering the runway, loudly announce your intentions, never taxi onto the runway before checking for landing aircraft. Pilots making "touch-n-go" landings or full stop landings announce your intentions known. Landing aircraft has precedence over aircraft taking off and "DEAD STICK" landings have precedence over powered landings. **Make the announcement loud enough for all to hear !!!**
9. All take offs and landings shall be into the wind. If the wind changes while someone is flying and you wish to change the active runway, clear it with the pilots flying.
10. Always fly **"the pattern"** and **never** fly both directions directly over the active runway. Close-in aerobatics are to be performed beyond the active runway in order to keep it open for landing or taking off aircraft.
11. Helicopter pilots should follow the active runway pattern when flying in translational (forward) flight. The pilot should announce the "take off" and "landing" to other pilots that may be flying. Fixed wing pilots should fly their patterns or aerobatics further away from the runway to give the helicopter room to do aerobatics, etc. Fixed wing aircraft should not be hindered from taking off or landing while a helicopter is flying. Fixed wing pilots shall not do "touch-n-go" landings while a helicopter is flying. The pilot "buddy" system is encouraged to help pilots maintain situational awareness.
12. Helicopter "hovering flight" over the active is **not** permitted during fixed wing aircraft operation. Helicopter pilots planning a "hover only" flight should use the end of the inactive runway farthest from the runway intersection. It is the helicopter pilot's responsibility to maintain a safe distance from the active runway and all spectator activity during hovering flight. If the pilot wishes to fly his or her helicopter in forward flight, the helicopter should be carried to the active runway to join the traffic pattern in effect.
13. **DO NOT, EVER, EVER** fly over the pit areas, spectator areas or parking areas !!! If you should find your plane going over those areas -**announce it loudly and tell where the plane is.**
14. No more than five (5) aircraft in the air at any one time. Exceptions are for organized events.
15. **Consuming alcoholic beverages or drugs and flying RC is prohibited.**
16. Spectators are not allowed in the pit areas unless accompanied by a MAM member. Children under six (6) years old are not allowed. If anyone observes this condition, **politely**, visit with him or her concerning **his or her safety** and possible damage to equipment. Many spectators are interested and curious about our sport/hobby and equipment and sometimes want that close up view.
17. **Park Flyers:** be sure to take your frequency pin before flying. This is easy to forget as usually the flying isn't done at the runways.

SAFETY SHOULD BE OF EVERYONE'S CONCERN. If you observe something you feel is unsafe, visit with that person or if someone speaks with you about a problem, don't get upset but do analyze the problem and solution together. We all do something goofy once in a while but it shouldn't come to be acceptable.



My comin and goin plane.....

Submitted by our Canadian friend - Garnet Burke

It's not hard to see this plane has had a few mishaps. This is the plane Garnet landed on a barb wire fence with steel posts last July.....



I had the opportunity to go flying this January. I was in Florida for a conference and went to an air museum called "The Fantasy of Flight". You may have seen it featured in the AMA magazine a few months back. It was a fantastic museum and the primary reason I went was to see a B-24, the plane my uncle was navigator in when the plane was shot down over occupied France prior to D-Day.

My flying was not with one of my models, but in a PT-17 (PT stands for Primary Trainer) otherwise known as the Boeing Stearman. It is an open cockpit, two place biplane that most of the US WWII fighter pilots first trained on. The plane represented the transition from WWI to WWII airframes being a partly wooden framed, fabric covered airplane. The front cowling and landing gear were aluminum as were the fuselage stringers, the rest of the frame was wood covered with fabric. The instrumentation was minimal as my instructor said, "We don't have an artificial horizon, we have to use the real one." The only additions were an electric starter and headphones.

We went through the pre-flight checks and she turned the prop a few times to prime the engine. We taxied to the runway and warmed the up the engine, made sure the oil pressure was where it should be, checked the magnetos and then took off from the grass strip. Since I am not a pilot, and the instructor was an intelligent person, she handled the takeoff and landing. At 500 feet, she told me to take the stick as we climbed to 2000 ft. and then she talked me through an number of maneuvers; establishing straight and level flight, coordinated turns, increasingly sharp banks and turns (the steepest was 52 degrees which was indicated by one of the wing wires in front of me lining up with the horizon), flying a figure eight with a road as a reference point, and a couple of stalls.

I then got to line up with the runway and bring the plane down with the instructor taking over just before touchdown. I then learned to taxi the tail dragger which was interesting - since you can't see what is in front of you, you have to zigzag down the runway while looking out the side of the plane.

It was a glorious time! The plane was light on the controls and it felt more like playing with a plane than flying. I suppose the difference was the open cockpit. I've been up in, and taken the controls of, a number of small planes but never one like this - a once in a lifetime experience, although I would do it again in a heartbeat!

Doug Grant
P.S. The museum was great too!

A Once In a Lifetime Experience

Submitted By MAM Member
Doug Grant





Edited from the AMA and the Texas Department of Health...Part Two
Food Safety Precautions at the Flying Field

McAndrew said that what sometimes happens at a barbeque site is that people get their hamburger meat ready for the grill on a board or plate. "It may be the only flat surface around for food preparation. Then they suddenly remember they need to slice tomatoes and cheese or get the lettuce ready. Doing that on the same surface can lead to contamination and possibly a food-borne illness," he said. McAndrew offered several other preparation suggestions:

- Completely thaw meat and poultry before grilling so it cooks evenly.
- Use the refrigerator for slow, safe thawing.
- Microwave defrost only if the food will be placed on the grill immediately.

Marinating

Always marinate food in the refrigerator, not on the counter. If some of the marinade is to be used as a sauce on the cooked food, reserve a portion separately before adding the raw meat, poultry, or seafood. Don't reuse marinade.

Pre-cooking

If you partially cook food in the microwave, oven, or stove to reduce grilling time, do so only immediately before the food goes on the grill.

When it's time to cook the food, be sure to cook it thoroughly, McAndrew said. "A meat thermometer gives accurate internal temperatures. Beef, veal and lamb steaks, and roasts should be cooked to 145° F, pork and ground beef to 155° F. Poultry should reach 165° F."

But if the meat thermometer did not get to the picnic site along with the can opener, McAndrew advises looking for signs that the food is done. "Cut into the food to check; don't guess. Juices should run clear. Hamburgers should be medium well to well done and brown in the middle. Poultry should have no pink to it."

Again, don't put the cooked food back on the plates or pans that held the raw meat or poultry. Serve the food right away. Food should not sit out for more than an hour, McAndrew said, and probably not more than 30 minutes in hot weather. Leftovers that have been off the grill for less than an hour can be taken home safely in a cooler filled with ice. Drain water from the ice chest regularly.

Home-prepared foods containing raw eggs such as ice cream, mayonnaise, and cookie dough may carry a salmonella risk, but commercially-prepared products do not. Store-purchased products contain pasteurized eggs—eggs heated sufficiently to kill bacteria—and some contain an acidifying agent that kills bacteria. For homemade foods, consider substituting pasteurized eggs, which are usually sold refrigerated or frozen in cartons at the grocery store, in place of raw eggs.

"Even in outdoor settings, people need to wash their hands often when they are preparing food," McAndrew said. "This can be as simple as having available a water jug, some soap, and paper towels."

Symptoms of food-borne illnesses can range from a mild upset stomach to cramps, vomiting, diarrhea, chills, or fever. "Food-borne illnesses are greatly under-reported, McAndrew said. "In many cases, people wait a day or two, get better and never phone a doctor or visit a clinic."

Cooking at a high enough temperature destroys bacteria, he said, and washing fresh fruits and vegetables is imperative. Also remember that contaminated foods do not necessarily look or smell bad, so always play it safe. Do not taste food to see if it is still good. When in doubt, throw it out.



WELCOME NEW MEMBERS

**Ron Kjelshus
George Lowther
Schaun & Kristie Stredwick**

A BIG THANK YOU to those who submitted articles and provided information for this months newsletter. It really helped me be able to get the newsletter done quicker.



Audrey
Building Project is going ok...we sold our house before the sign went up. More later.....