

PILOTS BRIEFING

Note from the Editor

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This is the start of something new. I would like to start off by introducing myself to everyone. My name is Tom Heusey and I will be assuming the duties of newsletter editor. I have been a member of the MARS Club for almost four years and have enjoyed knowing and flying with everyone. It is my hopes that this newsletter will help improve communications within the club.



I would like to use this publication to promote upcoming events as well as highlight past ones. I am open to any and all suggestions as to what our members would like included. If you have any sug-

gestions please feel free to call me or email them to me. My phone number and email address are printed on the last page of the newsletter. I will forewarn everyone that I am an engineer and not an English major so I make no promises on proper English or grammar. I hope you all enjoy the newsletter and happy flying.

Special points of interest:

- We are guests of Mr. Whittys at the field, be respectful of "NO FLY" Zones.
- If you Bring it with you, take it home. Please keep the field neat.
- IF CMU is test flying, all club aircraft are to be grounded and radios turned off.
- Have fun and please be careful.

Annual Swap Meet January 14th

The MARS Annual Swap meet is this coming Sunday at the Mars VFW. This is a club sponsored event and with a little help from everyone it can be a success. Chuck Dufford has again done a great job at selling all the tables. The doors

will be opened at 6:00am so tables can be set up and preparation completed before the arrival of the vendors. Chuck ask that all who volunteered to help be there promptly to make this go smoothly. Anybody who has not already volun-

teered to help are more than welcome to come and help. Extra help parking and selling raffle tickets would be appreciated. Rich has prepared and menu of Donuts and Hot dogs along with soda and coffee.

MEMBER PROFILE

SUBJECT: Howard Nesbit

I started to build models when I lived in Sharpsburg, PA in 1935. I started RC after WWII about the same time as Bobcock Excipients came onto the market. That was back in the days of single channel with a transmitter the size of a one foot cube with a nine foot antenna. Battery power to transmitter was 135 volts DC, two batteries with 67.5 volts in each.

My first RC success was a 52" Cessna 172 single channel. Over the years I belonged to 9 different clubs (that I remember) built approximately 500 planes with 22 of the being the Balsa USA Phaeton II.

At this time I have approxi-

mately 30 planes in my hanger. 30 Futaba Gold Box and 12 other transmitters, over 100 servos, and 50 receivers.

The first good radio was an Orbit 3+1 then Orbit 7-14. The 7-14 was for a Royal P-38 that I think is my favorite aircraft. I don't know of a more thrilling sight or mem-



Howard and his famous Goldbox radios.

ory then to see the P-38 take off, fly and land. I gave the honor of test flying my P-38 to my dear friend Frank.

The first ARFs came along from Lanier Models. I got them for the "Cloud Dusters" through my company for \$20 - \$22 plus \$2 freight, and they arrived by Greyhound bus.

I think kit aircraft are on the way out. People do not have the time to build and ARFs are so much cheaper.

I don't know why I have 30 Gold Box Radios, except they work all the time with no programming.

Howard Nesbit



"Take-offs are optional, Landings are mandatory"

Upcoming Events

Ground Hog Fun Fly— February 3rd

Club Banquet— March 24th

IMAA Big Bird— May 26th

Club Picnic— June 16th

Dr Jim's 2nd Annual Electric Masters Fun Fly Invitational— July 21st

Corn Roast— September 15th

January Meeting Notes:

Meeting was called to order by Tom Heusey.

Special thanks to everyone for being picked to serve on the board and thanks to Bill and Lee for their time and dedication over the past few years.

No new correspondences were received.

Secretaries Report read and approved.

Treasurers report made and approved.

No AMA Report was given.

Mr. Wittey reported the field to be in great shape. Gravel was delivered and spread on the driveway.

Dr. Jim updated everyone on the Dome fly this Saturday from 8:15-10:50. Please call or email Jim if you have any questions or would like put on the emails lists for this event.

Chuck Dufford reviewed swap meet status. Article on page 1.

Thanks to all who came out for the New Years Day fun fly. Approximately 30 members participated.

Ralph ordered and warning strobe for CMU to use with their 2.4Ghz antenna. Testing will be conducted to see if the antenna will effect the DX Spectrum radios. All pilots use caution when using these radios at the field.

Howard and John have managed to find an engine for the big mower and have made all the repairs. When the weather breaks, John will install the repaired engine.

Dates were picked for the upcoming year and are listed on page 2.

A request was made after the December meeting as whether the club would have a banquet this year. The members present were polled and the majority voted to have a banquet. The club will contribute \$5 toward each dinner to help offset the cost and pick-up the gratuity. Howard Nesbit will mail out post cards with the date and information and Rich will collect and tally the dinners. There will be a cash bar for this event which will be held on March 24th.

The request was made for new ideas and suggestions for the club meetings or events.

Dr. Jim suggested that we go back to the 7:00-7:30 beginners time before the meeting. Any club member who would like to demonstrate something during this time, please notify Dr. Jim.

A suggestion was made by another member for an electric night fly in the fall with neon lights on the planes.

Some neon lights were brought in along with a helicopter and plane for show and tell. More information to come on these items.

Treasurers Report

December Balance \$2834.12

Monthly Expenses

New Years Day Food \$150.00

Monthly Deposits

Membership Dues \$720.00

January Balance \$3404.12



Lee and his homemade aircraft.

R/C Pilot Dictionary

Glide Time: The time between the engine falling out and the airplane hitting the ground.

Aeromodeling: The art of turning precision cut and glued balsa wood and foam into toothpicks and confetti.

Crash: Method of seeing inside a model airplane.

Receiver: Part of the radio that picks up interference.

Tank: Temporary storage place for chemicals before they saturate the plane.

Elevator: Device to prevent level flight.

Mixture Screw: Device to meter too little fuel to the engine at critical moments.

Nose Wheel: Device that prevents an airplane from landing without bouncing.

Spinner: Critical part of landing gear

Luck: Very sparse on your side, but plenty with your flying colleagues only they refer to it as SKILL.

Tough Luck: This is what you usually have. Your flying colleagues refer to it as lack of skill.

Bad Luck: Same as TOUGH.

Good Luck: What you need the most, but rarely have.

Crash: Quick method of removing radio and engine from a model to fit them in your new one.

Crash: Also: Synonym for "rekitting" a model

Center Of Gravity: Point in which G-forces, dedicated to separating wing from fuselage, do their stuff.

Cyanoacrylate: Special glue, designed to instantly glue fingers to balsa structures.

Cyanoacrylate: Also: Special glue, instantly curing when parts are misaligned, will hardly (if at all) cure when parts are correctly aligned.

Dead Stick: Two of these can be found on your transmitter after failing to properly charge your batteries.

Engine: Device designed to make noise. Will suddenly stop making this noise when beyond glide-in distance.

Epoxy: The stuff that has replaced the balsa after the flying season.

Fail Safe: Option on PCM radio's that allows a pilot to choose whether to crash near him, or a long way away

Fuel Tank: Plastic bottle, designed to leak when placed in totally inaccessible locations.

Fuselage: Optional interconnecting structure between wings and engine.

Glitch: What you shout when you pull up elevator while flying inverted at 10 feet.

Landing Gear: Structure to separate fuselage from runway after landing. Does not always succeed in doing so.

Mixture Screw - Device to meter too little fuel to engine at critical moments.

Propeller: Handy tool to cut away excess skin on knuckles.



GRAVITY:
It's not only the law,
but it works.

Model Aircraft Recreation Society

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DEDICATED TO THE ENJOYMENT OF
MODEL AVIATION

WE'RE ON THE WEB
<http://mars-rc.ts3.org>

2006 Club Officers:

President:
Tom Heusey
theusey@zoominternet.net

Vice President:
James "Jimmy" Bumbaugh
bumbjh@zoominternet.net

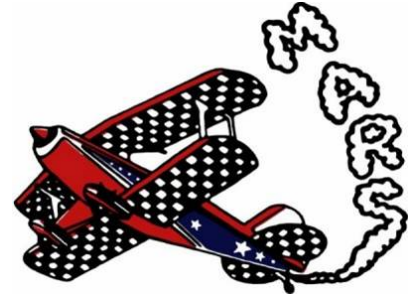
Treasurer:
Rich Glassbrenner

Secretary:
Rob McNaughton
rmcnaughton@bmcoi.com

Club Field:
750'X 75' Grass runway
Tables, covered impound, chairs and benches

Directions to Club Flying Site:
North of Zelienople, PA off Route 19. Follow Route 19 North, 1/2 mile past Sally's Cider Press is Warner Lane, turn right on Warner Lane.

Spectators are welcome at any time. Flying is allowed by members only. For safety, all spectators must remain behind the tables.



Classifieds:

If you want to post articles for sale, please email them to theusey@zoominternet.net.