



PILOTS BRIEFING

SEPTEMBER, 2007

NOTICE:

Starting in October, 2007, the MARS Club meetings will be held at the KINGS restaurant in Wexford. That is ; off route 79, exit 73, and route 910. Not at the Eat-n-Park that is diagonally across the intersection. My understanding is that if you wish to bring a plane for exhibit; let the restaurant manager know, they will then open the back door to the meeting room for you.

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THINGS TO REMEMBER:

When CMU is test flying; all club aircraft are to be grounded, and radios turned off.

We are guests of Mr. Wittey while at the field. Please be respectful of the property and the NO FLY ZONE

Help keep the field neat and clean! The use of the two garbage cans is greatly appreciated.

I can barely believe that this is my second newsletter already. Unfortunately I was away for the September meeting, and the corn roast so I'll have to rely on what I've heard from those in attendance.....

Seems like everyone had a great time at the corn roast; I understand that there were about forty to fifty people in attendance, and that the weather was for the most part cooperative. Despite rather windy conditions that led to the tent being blown over a few times; moving the picnic tables into the impound shed solved that problem. We should all be eternally thankful to those folks that; again, brought so much food as to make this event such a success!

A special thanks to those people who came early to help setup and make sure things ran smoothly.

Congratulations to Rose Glassbrenner on winning the 50/50 drawing, and to Howard Nesbit on winning the raffle for the electrifly airplane. (So Howard; that's how it's done eh! You just pull your own ticket.) HA! HA!

I want to thank Jimmy Linn and Howard Nesbit for mowing the field for the event while I was gone; it still looked good when I returned.

BROADBAND
I'm sure that by now we have all heard about the concerns regarding broadband type radios being used at the field. The AMA and FCC have clearly stated that these types of transmitters are, and have been, illegal for use since 1991. The liability factor for those using these transmitters is unsanctioned by the AMA.

(See AMA membership information on page two).

Editors Note:

I saw, and liked, the members profile article that was done in January on Howard Nesbit and would like to follow up with this idea on a quarterly basis. Due to my time constraints for September, I will try to get this done for the December issue. So don't be bashful! I'll be asking as many members as I can corner in the impound shed for little tidbits about themselves that they wouldn't mind sharing with the club. (Aero modeling oriented of course).



AMA and Wide Band Radios.

The following information can be found in the Membership Manual, page 9.

1.3. RC Transmitter Technical Guidelines and Measurements:

1.3.1. RC Transmitters should have frequency stability and emission bandwidth characteristics consistent with narrowband performance. Narrowband performance is required by the FCC (reference 1) for all transmitter Types Accepted after March 1, 1992 and marketed or sold on or after March 1, 1993. Transmitter Types Accepted (certificated) prior to March 1, 1992 may or may not be narrowband. Transmitters that are not narrowband are illegal to operate.

1.3.2. Transmitter Types Accepted (certificated) prior to March 1, 1992 can be tested for narrowband performance. Transmitters not meeting narrowband requirements can be modified by their manufacturer to meet narrowband performance requirements.

In addition, review page 8 of 32 of the AMA general Liability policy. Item R specifically excludes: "Bodily injury" or "property damage" arising from the use of equipment that has been ruled obsolete by the FCC.

Any AMA member operating equipment that is not within FCC regulations will not be provided liability insurance coverage in case of an accident.

Any user modification of a Transmitter that might affect the transmitted signal is prohibited by law and safety concerns. This includes user replacement of frequency determining plug-in crystals and use of plug-in frequency modules from another manufacturer. Transmitter crystal replacement, with or without a change in frequency, requires transmitter emission realignment by the manufacturer. Use of a frequency determining module manufactured for use in another brand transmitter, can result in off frequency and spurious emissions that cause interference to other fliers.

SEPTEMBER MEETING MINUTES



Meeting called to order by President: Tom Heusey.

Mail Call: No new correspondence.

Treasurers Report: See Below.

AMA Update: Technical Engineering position available. (See AMA website).

Field Report: Field and adjacent areas are in good shape.

Webmaster Report: Still having some problems with members not being able to register at the club website. Ralph is working on this.

Newsletter Update: Second edition done.

Field Safety: Seems that members are satisfied with where the tables are on the flight line. Tom Heusey is in the process of making pilot boxes which will be used at the flight line side of the field. Concerns regarding broadband transmitters of the pre-1991 era continue to be a topic of discussion. (SEE ARTICLE on FRONT PAGE).

Upcoming Events: Please note that the MARS Swap meet at the Mars VFW, is scheduled to be changed from January 13, 2008 to January 20, 2008.

Club Corn Roast: HUGH SUCCSES! See article on page one.

Fall Fun flies: Proposed night flies. These aircraft must meet AMA specifications in as much as they must be of certain speed limits.

Unfinished Business: 2.4 GHz Warning Strobe Light is in. Todd will install.

Heli-Zone Set-up: There is presently one table at this area. Do we want more?

New Business: None.

New Products or Planes: None.

Meeting Adjourned.

Treasurers Report

Beginning Balance: \$2,353.47

Monthly Expenses: \$226.00(Electric Fun Fly), \$69.29(Post Cards for Corn Roast), \$54.71(Fuel for mowing), Total: \$350.00

Monthly Deposits: \$75.00

September Balance: \$2,078.47

“Take-offs are optional, Landings are mandatory”

UPCOMMING EVENTS

Fall fun flies are being discussed; however, there are specific AMA regulations that govern the types of aircraft that can be flown. More to follow on this as I research the AMA regulations.

The MARS Swap Meet that was originally scheduled for January 13, 2008 at the Mars VFW has had a date change. It is now scheduled to take place on January 20, 2008.

R/C Pilot Dictionary

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

Aero-modeling: 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 "re-kitting" 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

REMEMBER!
When flying inverted;
down is up, and up is
expensive!



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

EDITOR

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DEDICATED TO THE ENJOYMENT OF MODEL
AVIATION



2007 Club Officers:

President:

Tom Heusey
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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

Classifieds:

If you want to post articles for sale, please email
them to: frodove@comcast.net