

*Come out  
to the Field  
Cleanup!!*



## Aviation Axioms

It's better to be down here wishing you were up there, than up there wishing you were down here.

Hovering is for pilots who love to fly but have no place to go.

The only time you have too much fuel is when your plane is on fire.

Flying is the second greatest thrill known to man. Landing is the first!

The probability of survival is equal to the angle of arrival.

You know you've landed with the wheels up when it takes full power to taxi.

Helicopters can't really fly - they're just so ugly that the earth immediately repels them.

Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the can. Half a second ago. The airspeed you don't have.

Flying is not dangerous; crashing is dangerous.

An airplane may disappoint a good pilot, but it won't surprise him.

Good judgment comes from experience and experience comes from bad judgment.

Aviation is not so much a profession as it is a disease.

There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

It's best to keep the pointed end going forward as much as possible.

Any attempt to stretch fuel is guaranteed to increase headwind.

It's easy to make a small fortune in aviation. You start with a large fortune.

A fool and his money are soon flying more airplane than he can handle.

Try to keep the number of your landings equal to the number of your takeoffs

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### Sam Old Timers/Antiques

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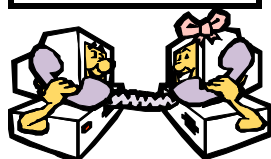
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*Mail it to me! or*

*E-Mail it to me!*



## COMING EVENTS:

*April 12 Wednesday 7PM Club Meeting D &H Last meeting til fall*

*May 13 Saturday 10 AM Field Cleanup-Duluth and Superior*

*May 20 Saturday 11AM Combat Competition Superior Field*

*June 10 Saturday 10 am Spring Fun Fly - Superior Field*

## From the Cockpit by Tom Godfrey

It looks like winter is giving up its hold on the Northland and the summer flying season is rapidly approaching. We passed the 1st day of spring; extended our flying time by shifting to daylight savings time and the fields are looking good for some early flights as long as we don't tear up the roads before the roads start to harden up. As always in the spring try to drive with your wheels on the crown or high areas of the road until the frost is completely out of the ground. This also helps to flatten the road and pack it for summer use. Normally there are some great flying days in April before the Spring showers and cool Lake Superior breezes kick in. Please keep the gates closed when the fields are not in use to discourage unsupervised visitors from using our fields. The lock combinations for the sheds are the same as last year and if you forgot what that was then ask the Field Marshal. Remember these are your fields and your equipment and as a member you have full access to all of the club facilities as long as you abide by the club rules which are based on the safe enjoyment of model aviation by every member.

Some of our rules are posted at the fields, some are in the Club Bylaws, and some have been developed by members at club meetings as a result of membership votes and are published in the newsletter until the next change in the Club Bylaws. Current club Standing Rules from the Bylaws are enclosed with this newsletter. One additional rule that I would like to mention is that cutting down trees at the Duluth field is prohibited as a result of a membership vote. If your plane gets stuck in a tree you may have to become creative to retrieve it, or wait until the wind blows it down, or use the telescoping aluminum poles in the large storage shed to knock it out of the tree. The poles will reach up to 60 ft, but you will probably need two people to handle and assemble the poles. Besides we all like challenges and love to give free advice so don't be afraid to ask for help. Whatever you do cutting down a tree is not an option.

Last month I mentioned that restrictions have been placed on our ability to fly RC aircraft at MN. public use airports. Bud Gorman who is also our AMA District VII Associate Vice President got the ball rolling to investigate the restrictions by contacting our District VII Representative and AMA directly before things got too far out of hand. As of the latest report, AMA has had discussions with the MN Director of Aviation Operations and the state is reevaluating their position on RC aircraft. As of this writing RC flying is still prohibited at MN. public use airports and we will keep you up to date on changes.

At the end of Feb Dave Hildre, Don Sheldon and Doug Golden made a modeling presentation to Young Eagles program youth from EAA Chapter 272 at the Bong Airport in Superior. Dave explained his ¼ Scale Super Decathlon and all aspects of the hobby were discussed with the enthusiastic youth including, building, competitions, flying for fun, employment opportunities, etc. Many thanks to Dave, Don and Doug for their excellent response on very short notice. Dennis Peterson the EAA Chapter President was extremely pleased with our participation and invited us to continue to support their youth programs.

Talking about our hobby, sharing information and helping others get started is one of the most enjoyable aspects of model aviation. Often we are asked at the last minute to support or train a certain group or activity and we appreciate the pilots that readily volunteer their time to share their knowledge and / or experience. Also the person teaching usually gets just as much satisfaction from the discussion as does the person learning. When a request is made, we will extend the invitation to participate to as many members as possible, however some of these requests are made at the last minute, such as the one above, and we just have to dive in and do the best we can with little preparation.

Our next request for modeling help comes from the Duluth Public Schools Summer Aviation Camp grant program for kids going into the 8<sup>th</sup> grade. They are asking if we can provide ??? model aviation activities sometime during their summer camp 3 to 8 July. We will discuss possibilities at our April club meeting, so bring your ideas to the meeting. Note 8 July is our Big Bird Fun Fly and is also the weekend of the Duluth Airshow.

Next meeting is April 12<sup>th</sup>, which is the last meeting before we shift to the fields for some serious summer flying. Our first flying event of the year is the Combat Competition on Sat May 20<sup>th</sup> with Bud Gorman as the contest director. This year we are asking for volunteers to act as judges, and need 8 or more club members to assist with this fun event from about 10:30am till 3pm. If you can help out please call Bud or myself. No special qualifications are necessary.

Tom

**From the Willamette Modelers Club of Oregon, Albany OR By David Rosenberg**  
**Solvents Toxicity**

*Technical Editor's Note: Know your solvents—they can be very useful but can have serious health repercussions if used without sufficient ventilation. Never use an ordinary electric fan to “suck” air out of a room where solvents are in use—instead set up your workroom so the fan blows air through and out of the room.*

Definitions

Fire point: The temperature at which a material will take fire when exposed to a small flame.

**Acetone** (Dope thinner, both Nitrate and Butyrate)

**Boiling Range:** 130°-134°F **Fire Point:** 0°F.

**Toxicity:** Acetone is a mild narcotic, skin irritant, and has a de-fatting action on the skin. Prolonged inhalation may cause headaches.

**Storage:** Use minimum volume containers, either High density polyethylene (HDPE) or Polypropylene (PP). They have low vapor transmission, minimizing evaporation.

**Safety Precautions:** Use with gloves and eye protection in well-ventilated area.

This is a very dangerous and underrated solvent. Store it in sealed, solvent-proof containers in a cool place away from ignition sources such as a furnace or gas tank heaters. Do not store in a refrigerator. Accumulated fumes can be ignited from a spark from the exposed door switch. Underwriter's Labs have confirmed home explosions from flammable solvents stored in refrigerators.

**Methyl Alcohol** (Methanol and Wood alcohol)

**Boiling Point:** 146°-153°F **Fire Point:** 52°F (open cup)

**Toxicity:** It has distinct narcotic properties. It is a cumulative poison, affecting the nervous system, especially the optic nerve, causing optic neuritis and blindness. It is an irritant to mucous membranes and skin can become dry and cracked because of the solvent action

**Isopropyl Alcohol** (Isopropanol)

**Boiling Point:** 175°-178°F **Fire Point:** 67°F (open cup)

**Toxicity:** Not rated as a toxic compound but it is an irritant to mucous membranes and eyes and is a mild narcotic.

Rubbing alcohol is a mixture of 70% Isopropanol, and 30% water. It should be stored in bottles made from HDPE which has a low vapor transmission and minimizes evaporation. It is an excellent industrial degreaser. I have used it successfully for decades at both General Electric and General Motors to clean both metal and polymer surfaces prior to adhesive bonding. Its flammability is one of its drawbacks.

**Submitted by our Vice President: Dennis Ford**

1. Members of this Club will have as their guiding principal, Of, By and For the modeling enthusiast. at all times during Club related activities members will make an effort to extend every courtesy and consideration to prospective members, new members and current members of all categories. The positive promotion of modeling activities with special emphasis on all aspects of model aviation is desired.
2. All flying Club members must be a member of the AMA, have a current AMA Membership Card in their possession and must have a current, valid Club Membership Card. A Club Membership Card is valid only if the Treasurer has signed and issued the card to the member, indicating membership status and payment of dues.
3. All Club members and guest pilots are required to know and follow the AMA Safety Code.
4. Any pilot or guest pilot must show proof of AMA or Club membership for the current year to any Club member upon the Club member's request for such proof. Failure to do so will result in the pilot or guest pilot being told that they will not be allowed to use the Club flying property (owned or leased) for flying activities until such proof is presented. Disagreement arising as a result of this rule will be referred to a Club Officer with specific details for appropriate resolution.
5. Transient, visiting, or guest pilots may use the flying fields provided that they are AMA or MAAC members, observe all AMA Safety Codes, follow any Club rules posted at the field, observe frequency control procedures and adhere to any policies and procedures specified by Club members present.
6. Non-Club member pilots or pilots under instruction that intend to use the field or Club facilities for more than 30 days are expected to pay annual Club dues and join the Club.
7. Non-AMA members may be allowed to fly under the instruction of a Club member only in the following two circumstances:
  - a. **SINGLE FLIGHT BUDDY-BOX DEMO**  
Any competent Club pilot may provide flight training/demonstration to any Non-AMA, Non-Club person by using a "Buddy-Box". This is a one time only flight training/demo per Club pilot.
  - b. **INTRODUCTORY PILOT PROGRAM ( If available )**  
A Non-AMA/Non-Club person may receive flight training for thirty (30) consecutive days from a Club designated Intro Pilot. Instruction must take place at a Club field, "Buddy-Box" use is recommended, and all preflight and flight requirements must be completed by the Intro-Pilot including submitting registration paperwork to AMA within 48 hours of the start of instruction.
8. Each member will observe the use of the frequency board while flying. Transmitters will not be turned on for any reason within three miles of the flying site, at the flying site, in the pits or at the flight line unless the operator has the required frequency pin from the frequency board in his possession. The frequency pin will be returned to the frequency board and the transmitter turned off when ever the member is not actually using his/her transmitter

9. Spectators that are not Club members will not be permitted in the pit area unless accompanied by a Club member.
10. Taxi of aircraft will not be permitted immediately behind or to the rear of any pilot or pilot assistant at the flight line.
11. Flying over the soccer fields or baseball fields in Duluth when the soccer or baseball fields are in use is prohibited.
12. First or initial flights of untested aircraft will not be performed during Fun Flys, unless all other planes are on the ground, the test pilot is a seasoned pilot and initial takeoff and flight pattern is such that it will not endanger spectators or vehicles.
13. Whenever possible pilots at the flight line will notify other pilots at the flight line of their intentions by verbal announcement such as "Landing", "Deadstick" or "On the Runway" etc.
14. Flying hours are from 8:00 AM until dusk at the Duluth field and are unlimited at the Superior Field.
15. Engine noise restrictions during AMA Sanctioned Events shall be established by the Contest Director based on AMA Competition Regulations. During Non-Sanctioned Events and Open Flying periods, no individual engine should exceed the general overall noise level at the field as determined by the Event Coordinator, the Field Marshal and/or the Safety Officer. If a muffler was provided by the manufacturer as part of the engine package then it, or a comparable muffler should be installed. If a muffler is lost while flying the pilot will land and refrain from flying until the muffler is replaced. Engines that are relatively quiet without a muffler installed may be operated without a muffler.
16. Should a model land outside the flying site on private property, every effort will be made to obtain permission to go on the property to retrieve it. To not do so could be treated by the owner as trespassing and reflect negatively on the Club and it's activities.

**COMBAT COMPETITION**  
**SATURDAY - MAY 20, 2006**

**8-10 VOLUNTEERS ARE NEEDED, CALL BUD GORMAN 218-834-5797**  
**IF YOU CAN ASSIST FROM 10:30 AM UNTIL 3:00 PM**