

Nampa Model Aviators News Letter

July 7, 2006
Volume 1, Issue 4



President: [Brandon Petersen](#)
Vice President: [Bill miller](#)
Secretary: [Chris Corn](#)
Treasurer: [Randy Matley](#)
Safety Officer: [Jack Reed](#)
Board Member: [Ray Schellekens](#)
Board Member: [Rob Gillespie](#)

From the President -

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Good July everyone! Sorry for no newsletter in June, the month just kinda whipped by. The weather has been great although a little warm. So I hope everyone has had a chance to get out for the desired amount of toasted flying! Remember the sunscreen, skin cancer = NOT COOL!

In follow up to our meeting on May 9th 2006, we voted to change the proposed safety rule changes and they are available on the website. We voted for the club officers for 2005-2006. They are as follow; President - Brandon Petersen; Vice President - Bill Miller; Secretary - Chris Corn; Treasurer - Randy Matley; Board member - Ray Schellekens; Board member - Ernie Moncar. Safety Officer - Jack Read. Bruce Samson was given the Wayne Stanford award for service to the club.

The club has been booming with activity and events. The 1st annual Nampa Fly in was a big success with a few people from out of town and a very good turn out of club members for the event. I'm not sure exactly how the event did on landing fees and raffle ticket sales, but hopefully we will have some revenue to put toward next years event and make it even bigger and better. The ISS scale qualifier went very well with a good turn out. Our local guys showed a very good presentation of planes and flying ability. As always a top notch event that we should be proud to host! Check out our website for pictures and scores/ placements.

Upcoming Events

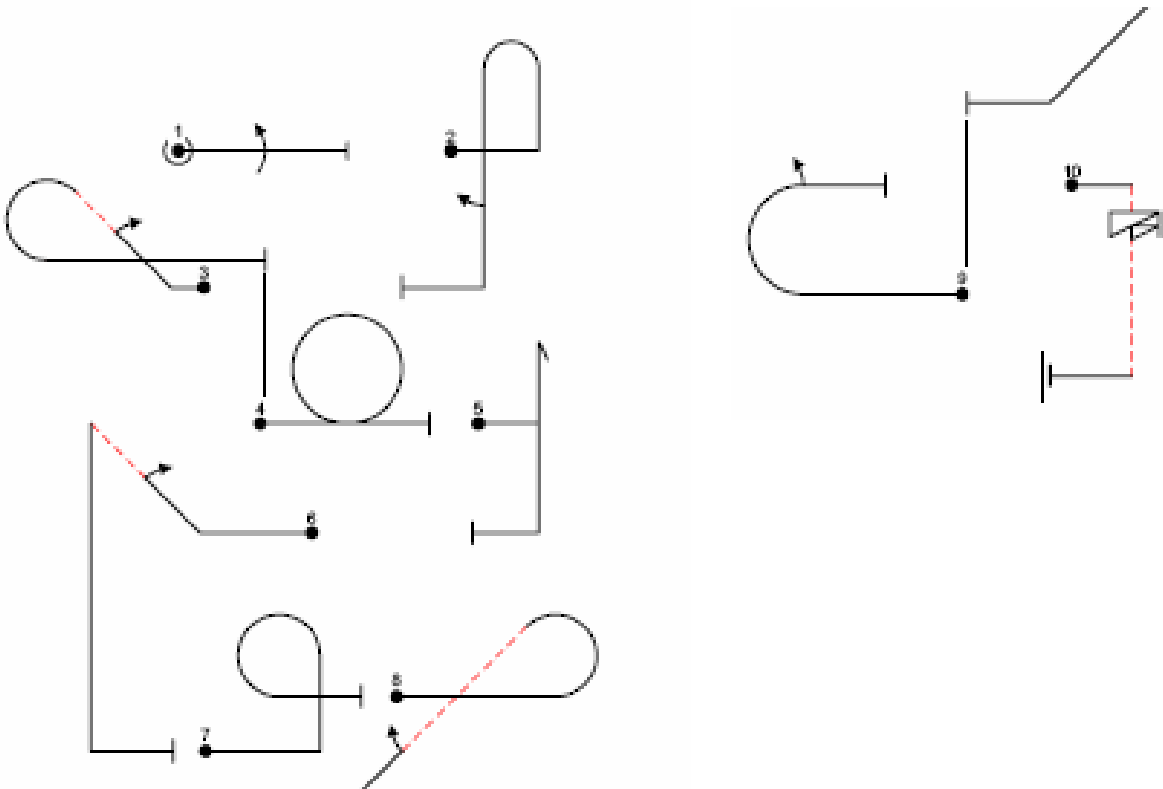
- ◆ July 13th Weekly class of aerobatic training. Every Thursday 6:00 pm until August 10th.
- ◆ July 15th & 16th Helicopter Fly in.

From the President - Continued

I would like to reiterate that the local hobby stores have been more than generous in helping with the event prizes...so be sure to patron them whenever possible. We have more events coming up, so be sure to check out the website for updates.

IMAC

In preparation for the upcoming IMAC "mock" contest in August, I will be putting on a weekly class of aerobatic training. Please feel free to come out and watch or participate even if you do not want to participate in the IMAC contest. The first couple of weeks we will mainly be covering the aerobatic sequences, the Aresti diagrams and how to read them, and proper aircraft setup. You don't have to have a giant gasser to fly IMAC...so bring what you have and let's give it a go. The average trainer will fly the Basic sequence. Flying precision will help you become a better pilot and hone your skills behind the sticks. We are planning the first class for Thursday July 13th at the field, and subsequently every Thursday until the event. I would like to get started about 6:00 p.m. I think it will be a lot of fun! If you would like to get more information on IMAC or download the sequences, go to www.mini-iac.com. The link to the sequences is on the left side of the home page.



What is your Routine?



I feel that this subject is important, so I ask the question...What is your routine or habits for our hobby? Now I ask that because I have watched situations and heard some pretty amazing stories of situations inside *and* outside of our club that could have been avoided if those involved had a set routine. Before you leave for the flying field, do you check over your equipment for mechanical integrity? How about checking battery voltages? Do you make sure you have all of the support equipment? Do you follow manufacturer's recommendations for maintenance intervals, engine settings...etc? Obviously, I can't cover every single scenario and some stuff is simple common sense type routines. However, it is easy to become complacent and forget to do one or more things and next thing we know, we have to drive home with a more compact version of our plane than what showed up with.

As an example, before I leave for the club, I will check all of my screws and bolts for the servos, motor mount, prop and so on. When I arrive at the club the first thing I do is remove my equipment from the truck, set it down in a particular order and place I do each time I fly, remove the canopy, pull the wings on, pull the servos leads over the side of the airplane (so as not to forget to plug them in), insert the wing bolts, tighten bolts, plug in servos, reattach canopy, fuel the plane, grab my paddle, then I will either fly or say hello to other members etc. O.K. I'll admit it is terribly anal retentive, but never have I missed one of those steps and never had an issue that could be traced back to one of those steps. Some people have asked me why I use a bulb type fuel filler when there are perfectly good hand crank and electric pumps...and the answer is simple, because the time it takes me to fill allows me to look over the plane thoroughly before each flight. The other place a routine helps is at a contest. You are in an unfamiliar environment and may have enough other things going that you shouldn't have to think about tightening or plugging in.

Each one of us should be getting out our frequency paddles, even if there is no one else at the field, because that will become our habit. My point is, what we practice when we are alone should be the same as if the entire club was there flying. If a person gets used to flying without the frequency paddle, chances are when someone is there to fly, the first pilot will not realize that they don't have the paddle. Flying over the infield or over the pits is another prime example. If you get used to landing on the infield or taxiing into the pits, that just becomes natural. Flying from the pilot stands is critical. I've been out to fly...from a pilot's pad...and had to taxi around someone standing at the edge of the runway. That is purely a safety issue!

What is your Routine Continued:

I would highly recommend determining what your "routine" needs to be and stick to it. The routine will be different for every person and certainly for the different types of aircraft we fly. My routine is different for my heli and big gasser, but I have one for each. Step back and take a look at what you currently do and how you as a pilot can develop a system that works to make sure that everything is covered. If you need to, look at others around you that have good results and few mishaps to see what they do. When I wanted to get into giant scale aerobatics, I looked at what the TOC "pros" were doing and sought out the same equipment and techniques. So all that to say, give a try and see what you come up with.

Till next time, enjoy the summer and be safe!

Your president,