



Hello

What a busy hot July we had!

We started the month with our appreciation Lunch at the field on July 8th. what a great turnout, this is the second time we did this out at the field and it went well. We had around fifty members and guest total, and it was a great day for visiting, enjoying the field and getting to meet the person who supports you the most. We had Olive Garden cater the lunch and it hit the spot. It was a little better than just hamburgers. We plan to do it again next year around the same time so plan to attend. A few of the gals had so much fun they turned it into a coffee club, once a month get together out at the clubhouse just to catch up and keep in touch, I think this is great! Thank you for all that attended and see you next year.



Appreciation Lunch introductions

Next, we had the Battle of the Mountains combat meet, another great day of weather and flying. I appreciate all of you that were able to come and help judge and lend a hand it sure made the day better. We had burgers for lunch and great weather all day long. Some pretty exciting close calls and midair collisions too. Look for the event on next year's schedule. We did pick the ticket for our club raffle plane the 110 inch Rascal. I had Dave from the club pull the ticket since he did not buy one. He pulled Gibb Curtis as the winner of the plane. We had a bonus prize of two Tickets to the Billings air show that Gibb could not go too so we redrew for them and Brett Caudill won them. Congratulations to the winners and thank you to Chuck Curtis for donating the plane and Dan Matthews for donating the Air show tickets.

I used some of the raffle money to buy the club a new windsock for the field. It is a little smaller but a little brighter.

August is here and that means more good flying weather, it makes me happy to see the field busy and members using it and enjoying it.

see you out there!

Destry



Above: Appreciation Lunch



Right: Coffee Club

Below: Our new wind sock

Photos by Destry



Battle for the Mountains

July 15, 2023

Once again we enjoyed perfect weather and stiff competition for our annual July contest. Some photos from the event taken by Dave Miller.



More photos on page 4

Start Procedure

At our last meeting I was demonstrating procedures for the Club Trainer. When I said leave the transmitter off and plug in the receiver battery, I got a lot of questions from older flyers who were trained to always turn on the transmitter before the receiver. As an "older" flyer I was also trained to turn on the transmitter first. Times have changed.

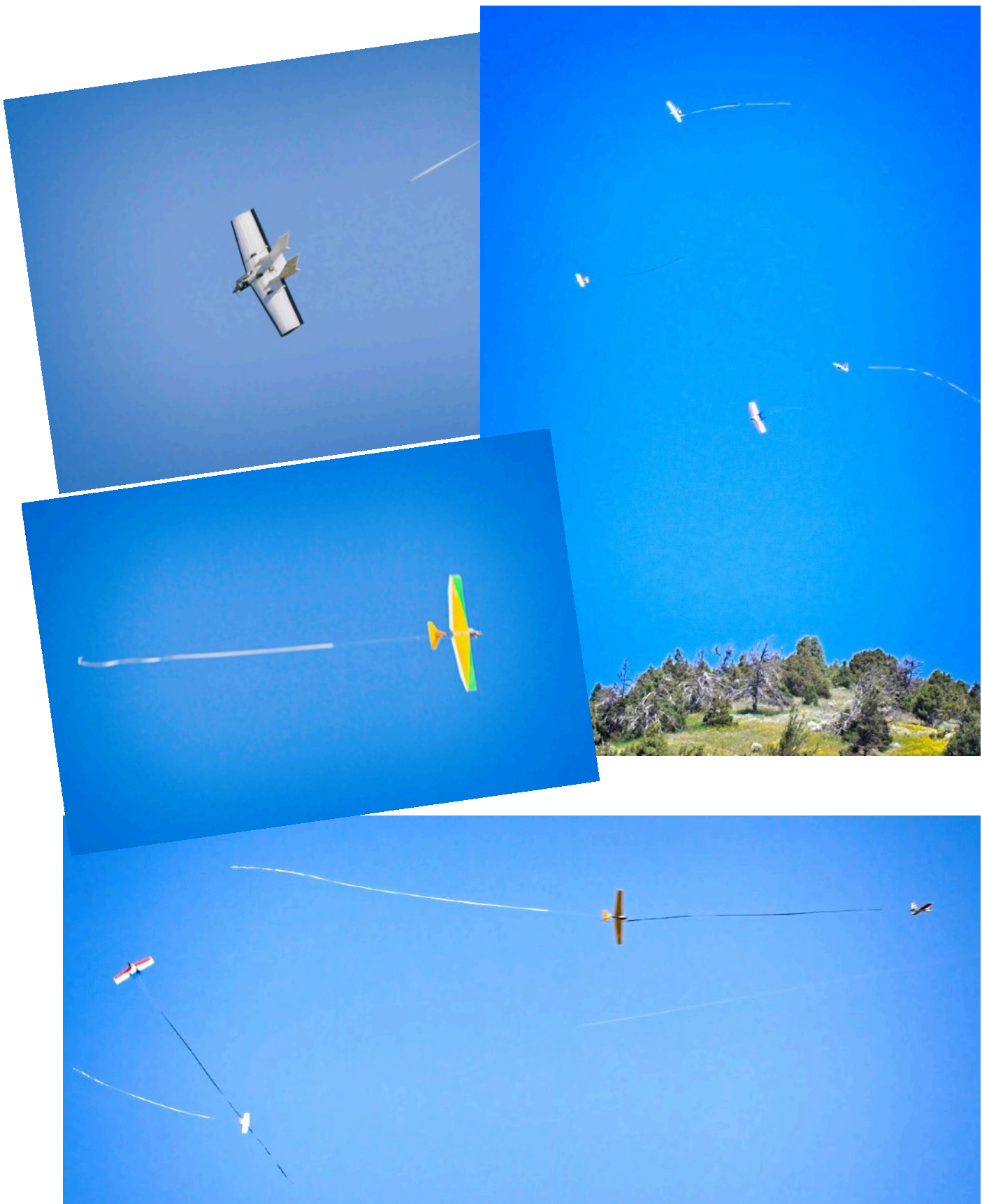
I started in RC with an AM transmitter/receiver. There were virtually no electric models. With AM, the receivers are very susceptible to interference. If the receiver is turned on without any input from the transmitter it will most likely try to find a signal. The result is servo chatter or worse a "hard over" servo that goes to it's mechanical stops and still tries for more. That can lead to servo failure. Hence, turn on the transmitter first and when the receiver is powered up it has a signal to follow. Even then, it takes a very short period of time where the servo's might move a little. Since these models all had glow engines there was never a problem if the throttle moved a little. Fast forward to FM radio's. FM is far less likely to respond to anything other than the intended signal, but it still made sense to turn on the transmitter first so the receiver had a immediate signal lock when powered on. When electric motors were introduced they would occasionally "burp" as the receiver found the transmitter signal and the propeller would spin. Early speed controls were mechanically operated variable resistors. Later speed controls became electronic and needed to initialize when power was applied. The short bursts of throttle were common enough that everyone was instructed to stay clear of the propeller when powering up. Fast forward to modern 2.4 GHz radios. Before the airplane will accept any signal it must "bind" with a transmitter. When the plane is powered up (plug in the battery) the receiver starts looking for it's assigned transmitter. At the same time the speed control goes through its own start-up procedure. You will hear it beep. Older speed controls can still "burp" as part of their start-up but most modern speed controls keep power off the motor until they have receiver input. Until the receiver finds a signal from its assigned transmitter it will not accept control input. With the transmitter on, the plane will begin its "bind" procedure as soon as the battery is installed. As part of binding, the control surfaces generally cycle and the position of the plane can create problems. Our club trainer has one addition feature common to many new electric planes. It has a SAFE system that will recover the plane in beginner and intermediate mode. For that to work properly the plane must be upright on a level surface during binding to establish baseline orientation. Since the battery goes into the bottom, the plane is upside down when the battery is connected. If it immediately binds to the transmitter, the SAFE system believes that normal is upside down. The rule of thumb for older transmitters, to turn them on first, made a lot of sense at the time, but with transmitter/receiver binding the rational is gone and it can cause problems. When in doubt on start-up procedures follow the instructions that came with your plane.

Chuck Banta

Club Dues

By this time of the year we should have all our dues in hand. Some people wait until they come out to fly to rejoin the club but our renewals this year are definitely down. I can usually expect members who have renewed with AMA to rejoin but there are 13 former members who have renewed AMA but not with us. We have picked up a few new members as recently as last week. Our count of paid members is at 39. If you are still planning to renew please send a check for \$60.00 to Chuck Curtis at 119 W /college St, Bozeman, MT 59715. Just a reminder the 1/2 price after 1 July only applies to NEW members. Thanks for supporting your club.

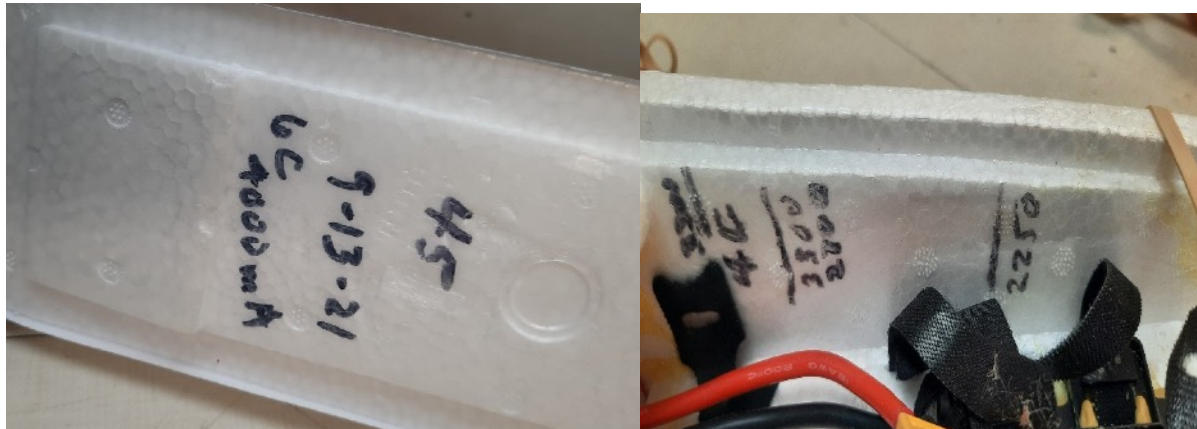
Chuck Banta



Larry's Log,

Great news! I received an email from AMA that the FAA has approved our flying field as a FAA Recognized Identification Area (FRIA). What that means is we will not have to request permission to fly through a web-based application. I requested the AMA to send me some sort of certificate we can hang inside our club house.

On a new airplane, I identify the model # in my Spectrum transmitter, the date it was put in service, and battery requirements. The date will tell me how long my "investment" lasted. Ha!! Different size batteries will require different mounting locations. Inside the fuselage, I mark where the balance point is using various batteries. The battery goes behind the line. Note, these pictures are from different planes.



Keep on flyin'

Larry Nelson

Club Officers for 2023

President	Destry Jacobs	581-4374
Vice President	Larry Nelson	599-4222
Safety Officer	Ron Banta	600-6846
Events Coordinator & Webmaster	Brian Westberg	580-3834
Secretary / Treasurer	Chuck Curtis	539-7863
Membership Coordinator	Chuck Banta	585-1225
Newsletter Editor	Stan Johnson	585-7541

*Items for newsletter, please email to:
sjohnson825@msn.com

**Gallatin Eagles Upcoming Events:
August:**

Pilot Training at field. Every Tuesday,
5:00 PM - ?

8, Saturday Appreciation lunch!
10:00 AM Socializing begins,
Lunch at noon!

13, Tuesday, 7:15 PM, Meeting at the
field. Come early, stay late
for some flying!

For more information on club events
see our website: gallatineagles.org/

Where Eagles Dare



Saturday August 12th

This is an AMA Sanctioned RCCA event. AMA cards required at registration. This will be an Open B feast. Ten Rounds of Open B combat. Registration at 8:30 A.M. First Sortie at 9:30. Saturday August 12th.

Entry fee \$30.00 for each event. Entry fee due at registration.

Go to the RCCA web site and print and fill out your score sheet and bring it with you!!

Bring your own Hard Hat. Lunch Provided for Pilots and those who help judge! Lunch will be \$3.00.

Contact: Rick Kent

208-681-9641, e-mail rckent639@gmail.com