



OCT 2025

HANGAR TALK

THE NEWSLETTER OF THE MINIATURE AERO SPORTSTERS

CLUB PRESIDENT-JACK DUNKLE

From the President ...

Hello all, there is a lot going on in September and October, both club activity (flying) with numerous days of beautiful fall weather. Also, there are numerous club business items on my list that need to be addressed. Please note, Oct. is the last club general meeting for 2025. The meeting is on Sat. Oct. 25 at 9:30 at the field. One important item is election of Officers and Board Member. If you have anyone you would like to nominate for any of these positions please let me know before the Oct. meeting and I will add them to the nomination list. Currently all current Executive Officers are nominated for another term and there are two new nominations for the Board. Please note this election will be held at the Oct. meeting. As always, if you wish to participate please attend that meeting! One other item on the docket is the Turbine issue. We have had a great response to the survey I sent out and I'm currently scheduling the Board and Officer's meeting to go through all the data and come to some conclusion on this matter. If you didn't attend the Sep. meeting and you would like to see what's going on at MAS you can read the minutes of that meeting as they are attached. As always, happy flying and hope to see you out there.

Happy flying, Be Safe.

Jack Dunkle

COMING EVENTS:

**MONTHLY MEETING OCT 25TH
AT THE FIELD**

2025 CLUB OFFICERS:

PRESIDENT :

Jack Dunkle
626-222-7630

jdunkle747@gmail.com

VICE PRESIDENT :

Sean Sutton
720-364-5130

huntersutton@gmail.com

SECRETARY/TREASURER :

Dan Brandenburger
720-270-8927

dbrandy100@msn.com

BOARD OF DIRECTORS:

Mike Feiting
Mark Nicastle
Bob Salmon

SAFETY:

Ken Roberts
kensandir@gmail.com

FIELD MAINTENANCE:

Open

NEWSLETTER:

Mike Feiting
mfight43@gmail.com



Jack Dunkle



Sean Sutton



Dan Brandenburger



Bob Salmon



Mike Feiting



Mark Nicastle



Ken Roberts

Club Mailing Address:
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CLUB VICE PRESIDENT-SEAN SUTTON

From the Vice President...

Greetings and salutations,

This past year, I regret to say that I've only flown about 7 or so times at the field. I know. Not for want of trying, just blessed and busy. My last flight a few weeks ago went about how you would expect a tail heavy Bird Of Time to fly. Like crap. Into the winter project corner it goes.

Though I don't get out to the field much, every time I visit it feels special to me, which is why I'd like to see our clubhouse spiffed up around the edges and given the TLC it deserves, not the Scrubs it's been getting. For the younger crowd, this is our Beyonce, let's put a ring on it. or "Rizz" up dat Crib Fam! No Cap" Bring a paint scraper with you next time you're out, and when you find yourself standing around flappin your jaws, find some paint chipping about and scrape while you yap! jk :)

Club elections are here again! (if you would like to keep subscribing to this newsletter and read the bootless, yet fervent meanderings of the Vice President, vote Sutton) Honestly I think these elections could be a little more scandalous, with one or two heated debates on topics like; Nitro vs Electric and compressed air motors, or even the Exclusive port-a-potty use for women and VP's of rc clubs only. Sign up starts next week: Debates TBD.

If anyone in this roster would like to Run for the position of Vice President, the door is open. However if a hat is thrown in the ring, instead of voting, I propose a competition of Flights of Strength. No cap. Oh and yes, there will be dank doughnuts sure to be "bussin". Let the best man dub (Win)...

All jokes aside. Vote for me, Sean Sutton.

I get done what I can. If I feel Like it. And usually not on time.

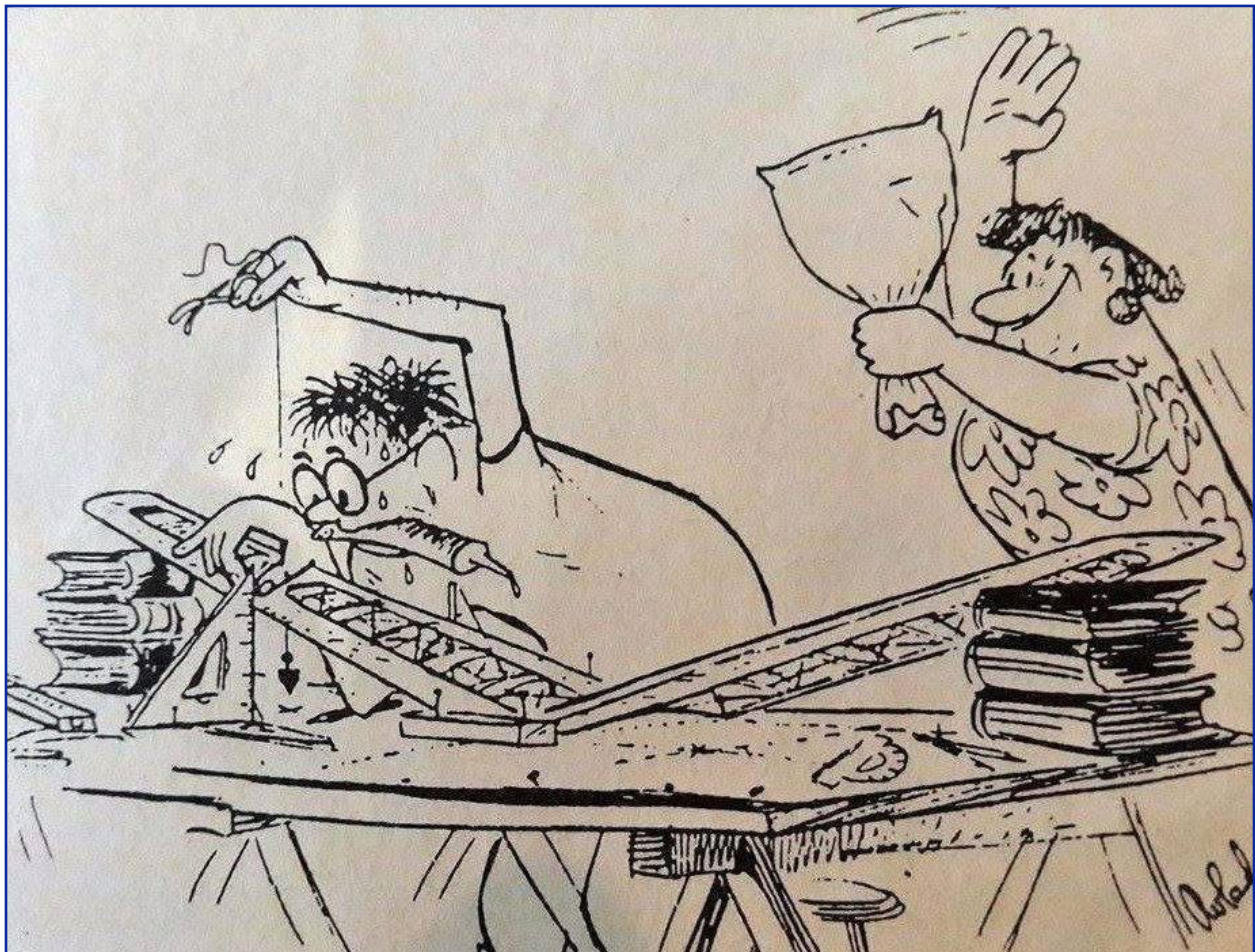
Sean Sutton

CLUB TREASURER-DAN BRANDENBURGER

From the Treasurer -

The 2026 lease payment has been made. We are good for another year!
Club in solvent. Membership currently at 62.

Dan



SAFETY OFFICER-KEN ROBERTS**What Safety Precautions Are Important When Flying RC Helicopters?**

Flying an RC helicopter delivers unmatched thrills—watching a scale model helicopter slice through the air or pulling off flips with a collective-pitch model is incredibly rewarding. But that excitement comes with real risks. From spinning blades that can slice skin to sudden crashes damaging your investment, skipping safety precautions turns fun into frustration.

Why Safety Matters When Flying RC Helicopters

RC Helicopters aren't toys—they're precision machines with blades whipping at 2,000 RPM. Neglect safety, and you risk injury, pricey repairs, or worse. Common hazards include blade strikes that cause cuts or bruises, sudden power failures leading to crashes, and wind gusts flipping your heli out of control.

Key Safety Precautions for Flying RC Helicopters

Perform thorough pre-flight checks:

- Start with a visual once-over:
- Scan for any physical damage: dings, missing blades, or loose screws on the rotor head and swashplate.
- Check main blades for cracks—grips should be tight—and ensure gear teeth mesh without gaps.
- For tail drive systems (like a belt or torque tube), verify tension to avoid spin-outs. Next, inspect servos and wiring for frayed connections that could shorten mid-air.
- Always charge batteries fully (never below 3.7V per cell for LiPo batteries) and run a transmitter range test before every flight.
- Function-test swashplate travel and calibrate flybarless units (FBL) if your model has one.

Practice with Simulators First

- Before real rotors spin, hit the sim. Tools like RealFlight or Phoenix RC mimic controls, helping you nail hovering without disorientation—a sneaky crash culprit. Spend weeks on tail-in hovers; it builds muscle memory for all orientations. Start with coaxial sim models, then graduate to collective pitch.

Choose a Safe RC Helicopter for Your Skill Level

- Selecting the right helicopter is your first and most important safety decision. Beginners should prioritize models with built-in safety features like altitude hold, headless mode, and durable construction to withstand inevitable bumps. Reputable brands often design their products with these safeguards in mind. As you advance, you can explore more complex models, always ensuring the features match your ability to control the aircraft safely.

Continued next page.....

Common Mistakes to Avoid When Flying RC Helicopters

Even experienced pilots make mistakes. Here are some common errors that can be easily avoided.

- **Ignoring Battery Safety:** Never leave LiPo batteries charged or in your helicopter for extended periods. Always store them in a fire-proof LiPo safety bag. Avoid overcharging or completely draining the battery, as both can cause permanent damage or even fires.
- **Flying in Unsafe Locations:** Avoid crowded areas or places with power lines, trees, and other obstacles. Flying in such environments increases the risk of accidents.
- **Overextending Flight Time:** Most RC helicopter batteries last around 10-15 minutes. Pushing the battery beyond its limit can cause it to lose power suddenly, leading to a crash.

Flying RC helicopters is a rewarding hobby, but safety should always be your top priority. By following these essential safety precautions—such as conducting pre-flight checks, maintaining proper in-flight practices, and performing post-flight maintenance—you can ensure both your safety and the longevity of your aircraft. Remember, a little attention to safety goes a long way in making your flying experience both enjoyable and accident-free.

Safe, Be Safe

Ken



**Miniature Aero Sportsters
Meeting Minutes / September 2025**

Meeting was held on September 27, 2025, at the field and called to order at 9:30 am.

Attendees: 13

Club Officers' Present:

- Jack Dunkle (President)
- Sean Sutton (Vice President)
- Dan Brandenburger (Secretary/Treasurer)

Board of Directors Present:

- Bob Salmon

Board of Directors Absent: Mark Nicastle, Mike Feitinger

Safety Officer Ken Roberts present

Treasurer's Report given by Dan: 62 members. All bills paid to date, all accounts in good standing. Next major bill coming due in October is Field Lease, we have sufficient funds to cover.

Old Business:

- Runway crack sealing project— material to complete 2nd round has been ordered.
- Back-up web-site administrator access still being worked by Mike Feitinger (pending)
- **Follow-up on potential Turbine restrictions** – Jack planning Board of Directors and club officer meeting soon to decide. Bi-laws will be updated as needed. Member input request sent out in Google Groups, so far 34 members have responded, a review of feedback will be conducted at the board of Directors/club officer meeting.

New Business:

- Board of Directors / Club Officer nominations are due and need to be voted on by the end of October, Jack will coordinate. Jack, Sean, Dan, and Ken have indicated they will continue in current roles with club membership agreement. Jack asked Lee Overholt and Larry Ott if they would be interested in filling vacant Board of Directors positions, they both accepted pending club approval. If anyone has nominations or would like to volunteer, contact Jack.
- Mike Feitinger will understandably step down from Board of Directors with his move out of state but has graciously volunteered to continue working our website, Google Group list, and producing the monthly Hanger Talk.
- First Aid kits at the field: Larry Ott provided information on a good first aid kit available online, he will provide links to Jack.
- Club house painting: Plans in the works to paint our club house inside and out and close in eaves. Sean and Jack will work and coordinate the project.

Safety:

- Ken provided safety briefing.

Motion to adjourn at 10:35 am.

*The club financials are not published in the minutes. Members in good standing may request specific information from the club treasurer directly.

Deans Plug Tip - Simplify And Add Shortness

Ever wonder why your giant scale plane feels sluggish or your helicopter ESC keeps frying?

Article By RCG Sponsored Editorial | Sep 10, 2025, 06:13 AM



Why Your RC Wiring is Killing Your Performance

From Jim T.

I'm excited to share the "Dean's Pro Tips" feature articles. Each month Deans will share some great wiring knowledge with you! Enjoy and stay tuned!

Simplify

The answer might be simpler than you think. Deans takes Formula 1 legend Colin Chapman's motto "Simplify and add lightness" and tweaks it for RC: "Simplify and add shortness."

Most performance problems come from two bad habits: using too many different connectors and running ridiculously long battery leads because it's "convenient."

The Adapter Trap

Here's the deal - every RC pilot has a drawer full of adapters. XT60 to EC3, EC5 to XT90, the list goes on. Each adapter adds resistance, and we're talking 6-9 times more than you'd get with a direct connection.

Deans pushes their Ultra Plug as the one-connector solution. They claim 3-4x lower resistance than XT60s and EC connectors. Whether you buy that or not, the math on adapters is brutal - every extra connection point hurts.

Wire Length: The Hidden Performance Killer

Cut your battery wire length in half, and you've just dropped resistance by 50%. That's like jumping from 12 AWG to 9 AWG wire without the weight penalty.

But here's the kicker - long wires create inductance that causes voltage spikes above your battery voltage. Those spikes kill ESCs, especially on high-current setups. Wire gauge won't fix this; only shorter runs will.

When It Really Matters

Giant scale pilots and 3D flyers pulling 100+ amps see the biggest gains. If you're flying park flyers, this probably won't change your world. But for EDF jets, big helis, or competition aircraft, proper wiring can save expensive electronics.

The downside? Shorter wires limit where you can mount batteries. Sometimes you need that extra length for balance or crash protection.

Bottom Line

You don't need Deans connectors specifically, but their core advice is solid. Minimize adapters, keep battery leads short, and your power system will thank you. Think of it like weight savings - every unnecessary inch of wire is dead weight hurting performance.

Your ESCs will live longer, your voltage sags will shrink, and you might just find that extra punch you've been missing.

Quick Takeaways:

- Ditch the adapter collection - pick one connector and stick with it
- Shorter battery leads = better performance and ESC protection
- High-current setups benefit most from proper wiring
- Balance wire length against practical mounting needs

Read the Full Length article here:

<https://www.wsdeans.com/blogs/news/deans@-tech-bench-simplify-and-add-shortness>



Top Flite Cessna 310R owned by Mike Feitinger in TN. 81" wingspan, weighs 22lbs, Robot retracts, powered by twin Sunnysky 4130 520kv motors on 6s-5000mAh packs.

