



AIRMAIL

The Springfield R.C Flying Club Newsletter

www.springfieldrcclub.org

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President's Corner

--Wes Parker

June is almost here and I can count on one hand the number of times I've been able to fly this year. Seems like if I can find the time it rains. And if it's not raining it's too windy. Fortunately this has given me some time to look over my airplanes and do a little preventive maintenance. It's scary what you can find when you look them over closely. My Ultimate Biplane had a minor "off runway excursion" last fall and scarred up the wing tip. An easy fix and it was back on the shelf awaiting its next flight. I pulled it down a couple of weeks ago in anticipation of going to the field. I was rained out of course but in looking it over *closely* I discovered a cracked servo arm on the right aileron. It worked OK and, more importantly, looked OK on the ground. Add a little resistance though and it would fail. Almost certainly a doomed flight. Whether it was normal wear and tear or crash damage I'll never know. I've since gone through my other airplanes and checked them out with no surprises. When was the last time you took a *close* look at yours? Avoid an accident and check them out! Fly safely and I'll see you at the field.

Military/Jet Model Day Report

The day started cool and windy, but as the afternoon began, more pilots and models began to show up. 18 models in all were finally displayed on the runway for photos [below]. Later in the afternoon, the wind got tolerable and many models took to the cloudless sky. We had a good spectator crowd from the Mennonite community. Scott Lacey not only brought loads of food, he amazed and dazzled the crowd with his very fast Electra EDF. Thanks to all who brought

models to show or fly. It was a great day; we'll have to do it again!

Family day Report

Many thanks to Bryon and Betty Scott for their great effort making this day a terrific success! We had a wingless trainer slalom course on the runway (it's harder than it looks!), kite flying (a couple flew all day), model rocket flying, candy drop, parachute drop, water balloon drop, a water balloon fight (basically Bryon against the kids), lots of food and good fun. So what if it was windy, we had fun anyway!

Meeting Minutes, May 6, 2010

Meeting was called to order by President Wes Parker with 11 members present. Previous meeting minutes and treasurer's report were approved.

Old Business: • Mowing is going well, but there were some that felt the grass should be cut shorter around the runway. • Wes is to get the ball rolling on getting 3 loads of gravel for the driveway – 5/8" rock. • There are still some maintenance items left over from our maintenance day: junk removal, ceiling covering, roof leaks, and runway crack. Justin said he would try to address the runway crack. • Float Fly – still in need of a boat. Justin said he may have access to one. Cal has an inflatable we might borrow.

New Business: • Military and Jet Day under control. May have to post sentry at south boundary. • The new trainer donated by Sleeth's is flying. Bryon may have a slave box to use. • It was proposed we move the composite bench into the shed to replace the ailing glider swing, try it out for a while before purchasing another or more similar benches. • Proposed rules published in May newsletter were voted on and

passed [see below]. • Wes and Russ Rhodes meet with some park board people about a proposed new flying site on the south side of Fellows Lake. Jodie Adams said "that's were we need to put you". Wes stated Russ did a good job of representing the club and hobby. [The Rivercut property is not an option.]

• Static Display - The parking lot in front of Hobby Town may be an option. Another option mentioned is the old Circuit City lot.

Meeting adjourned 7:35pm

Next club meeting:
Thursday, June 3, 7 pm
Library Center
S Campbell
Room B

Night FLY
Sat May 29
Conditions permitting

Fun Scale "Contest"
Sat June 26

Float Fly
Sat-Sun July 17-18

Heart to Heart

As you know, Tim McWhorter had a heart attack May 3. He was released from the hospital a few days later after having some stints put in. When the club charter renewal was being prepared, there was a question as to what percent of the membership is over the age of 55. It's 80%!! Although Tim does not fall into the over 55 group (nor did Sparky), it's a wake up call to all of us. Our health is something we all take for granted – until it is threatened or lost. Stress, diet and sedentary lifestyle probably killed Sparky. Smoking, diet and sedentary lifestyle heavily contributed to Tim's attack. Do we see a theme here? We all know it and hear it often: diet and exercise, diet and exercise. So when are we going to start doing something about it????

Fun Scale “Contest” [June 26]

This event is designed for those who have never or seldom participate in a formal competition. As the name implies, it's for fun. We typically choose judges who have never judged before. The only “scale” requirement is a picture (from any source) of a full sized aircraft similar to that the model represents. The required maneuvers are:

- Take off
- Horizontal figure eight
- Inside loop
- Roll, Immelmann turn
- Low fly by
- Touch and go
- Landing

Each model is flown 3 rounds in rotation. A pilot can enter more than one model. Flying will begin around 1pm. The field will be closed to all other flying until all the rotations have been completed (probably around 5pm or before).

Military and Jet Model Day, May 8



Rubber band power ----
There was nothing that said it had to be electric or glow...

Shed Ceiling – the final panels (May 18)



Mark Copeland



David Richards

Family Day May 23, 2010



Food's on



A young slalom course runner (with out wings)



Candy on the runway after candy drop



Model Rockets flew too

General Rules of the Springfield R/C Club **Ratified May 6, 2010**

1. All pilots must be members of the Academy of Model Aeronautics, AMA. The rules and regulations of the AMA govern the operation of the aircraft flown here.
2. Only AMA legal transmitters are permitted at this field. This does not apply to transmitters operating on ham frequencies.
3. All pilots must take a frequency pin when available and insert your membership card on the frequency board according to the channel you will be flying on. If you are a guest your current AMA card should be placed on the frequency board according to the channel you fly on if available. If another pilot has the frequency pin then each pilot should rotate the frequency pin. No transmitter is to be turned on without first securing the appropriate frequency pin, **regardless of radio type**. Storing transmitter(s) in the impound box under the pavilion when not in use is optional, but is still a good idea.
4. Consumption of alcoholic beverages while anywhere at the field whether flying or not is prohibited.
5. Flying hours are 9:00 A.M. to 8:00 P.M. with exception of quiet Electrics after 8:00 P.M.
6. Minors (under 16) **must** to be accompanied with a Parent.

Flight Line and Pit Safety Rules

1. Do not taxi in the pit area (west of 5' high fence) or to the runway between pilot stations. Do not approach the runway with a running model engine between or near occupied pilot stations.
2. Do not fly west of the runway (over pilot stations, or over the pit area).
3. The pit area is for pilots and guests accompanied by the pilots only.
4. Start all aircraft engines with the nose of the aircraft pointing towards the runway.
5. Be sure other pilots and spectators are clear of the propeller arc before starting engines.
6. Full throttle tests of the engines should be done on the flight line. New engine runs or break-ins should be conducted in the grassy area west of the parking area to minimize noise distraction to those who are on the flight line.
7. Announce to those on the flight line intentions to approach the runway (**on the field**) take off (**taking off**) or land (**landing**). When you are clear of the runway announce (**clear**). *When your engine is dead and you are landing announce dead stick (**dead stick**).*
8. Any pilot who declares they are **dead stick** has the right of way. All pilots should clear the runway immediately, and any landing approach that can be safely aborted should be done.
9. Glider and hand-launched aircraft must take off from the end of the flight line, and the end from which the prevailing wind is blowing. [Do not launch with initial flight path in front of other pilots.]
10. **Do not walk in front of other pilots on the flight line at any time.**
11. Do not fly **beyond our property boundaries – power lines north and south**. [*There is a house in the woods to the **northeast** of the runway, so avoid flying over the woods to the east.*]
12. Each pilot **must** use the stations that have been positioned between the protective fences on the flight line. Only 3 model aircraft are allowed in the air at any time with the exception of a fourth being a glider.

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