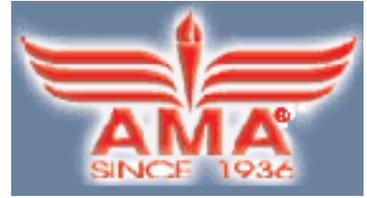


Springfield Radio Control Flying Club



AIRMAIL



www.angelfire.com/mo2/blacksheep/rc/index2.html

AMA CHARTER CLUB 394

MAY 2005

VOLUME 17 NUMBER 5

NEXT MEETING

Thursday
May 5
Story Hour Room
The Library Center
4653 S Campbell

GAINS & LOSSES

First Flight:

Gyrocopter (Larry Askren)
XL2 Competition (Larry Askren)
Alpha 40 (Nancy Schanda)
Aresti (Dave Campbell)
Aero Sport 20 (Jason Costello)
Temptation (Dan Curtis)
Four Star 40 (Jim Wilson)
Eclipse (George Ashley)

Last Flight:

Ultra Stick (Jerry Kutz)
Eclipse (Mike Howard)
Tiger 60 (Mark Copeland)

On the Injured List:

Gyrocopter (Larry Askren)
Sig Kadet (Ted Wiesehan)
Edge 540 (Darrin Campbell)
? (Bryon Scott)
Epsilon (Rob Kruger)

Potential Pilots

Monday, April 18, we hosted 6 Cub Scouts and put each on a buddy box for several minutes of flying time. Our thanks to Greg Markel for his war bird demos, Russ Rhodes, Barry Harper, and Dave Campbell who instructed the boys in their first model flying experience.



NEW DRIVEWAY GRAVEL

OD Fine was in charge of getting new gravel for the driveway/parking area. The new graveled area extends all the way to the north end of the parking area. Our special thanks to Mark Copeland who spent hours grading and leveling the day after it was delivered. Until the gravel settles a little, be careful not to turn your vehicle's steering wheel in place -- this will dig holes.

COLOR PERCEPTION

by Clay Ramskill

How many times have you seen it? A plane crashes -- not from equipment failure or specific pilot dumb thumbs, but because the pilot couldn't tell what his plane was doing! Often as not, the plane involved was covered in a relatively dark, solid color.

We all know that we must see our aircraft to control them. We must not only see the plane, but know its attitude -- the relative positioning of the plane with respect to the earth. How we cover or paint the plane has a lot to do with our ability to do

this, under the various conditions under which we fly.

The Color. The accompanying chart gives relative visibility for various colors, but doesn't note under which conditions it's good for. It should be pretty obvious that the background is important, too. For instance, white is listed as a top contender -- but we know that a white plane can really disappear against a light cloud background. A dark blue plane shows up fine in a clear sky -- but nearly disappears when you drop down in front of the treeline.

The Pattern. Small, intricate patterns may look great, but will essentially disappear at any dis-

**President's Corner
by Barry Harper**

Due to a short publication schedule, I'm writing this before our field maintenance day. I can only assume it was a great success at this point. Our special thanks to OD Fine for securing the gravel, Jerry Kutz for the new secondary safety fences, Mike Howard for extending our boundary fence along 189, and Dan Copeland who provided cooking services, and all the many others who helped with the various projects.

As our Gaines and Loses column reflects, there's been a lot of activity at the field lately. A few of the losses remind us that there are physical and psychological components to our flying. Flying while tired or "under the weather" is asking for trouble. Flying after a stressful event reduces our reaction time and our clear thinking. The source of the stress can be as simple as trying to make an uncooperative engine run, or some simple mechanical difficulty that diverts our attention. So, not only are we responsible for making our aircraft safe and suitable for flight, we should ensure our bodies and minds are fit and suitable for taking the controls of a projectile that travels at high speeds. As the sign in the shed says - "Safety is no accident".

At our May 5 meeting, we will be making work assignments for our hosting of the Tweak & Tune Heli Event May 20-22.

Dig out all your "excess" R/C stuff and get ready for the May 14 Fun Fly & Swap Meet.

NEW POP MAN

Mark Copeland has taken over stocking the pop in our field refrigerator. Mark reminds us that all pop is \$.50 and on the honor system.

From Page 1

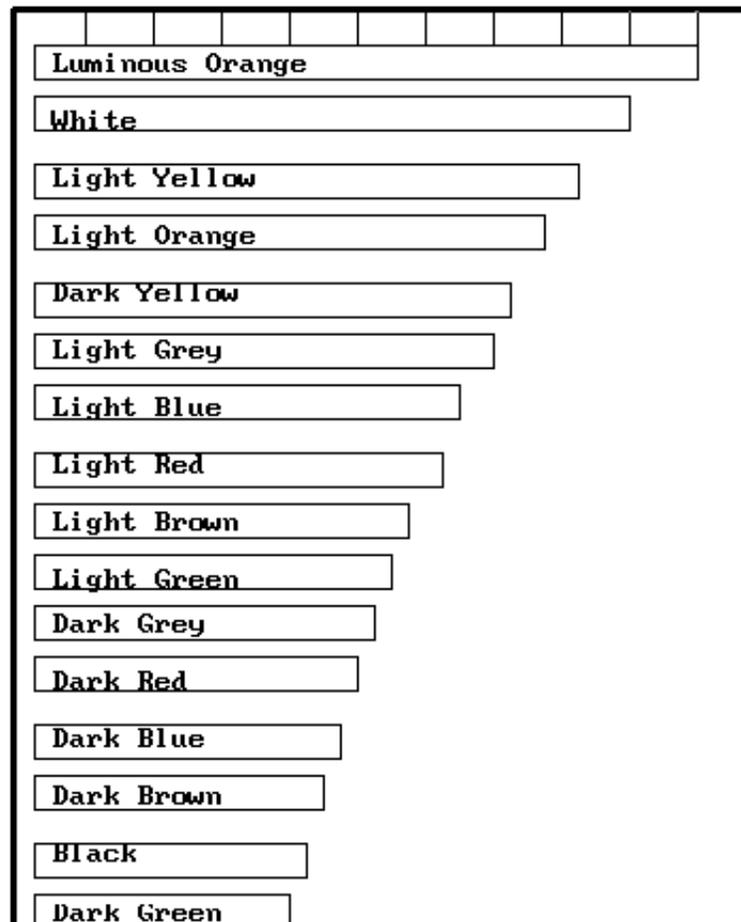
tance and are of little help as far as flying the plane is concerned. Larger patterns are better here -- but they should somewhat conform to the shape of the plane. Let's face it -- large irregular blobs are regularly used as CAMOUFLAGE for planes and ships. You see something (it's hard to completely hide a large airplane or ship!), but since it doesn't conform to the SHAPE you're looking for, your mind dismisses it!

Shades. The part of your eye that perceives illumination (in black and white) is 2000 times more sensitive than the part that perceives color. As your plane gets farther away, the actual colors get less prominent. But you can still easily see differences in brightness. So CONTRAST becomes very important. This is even more true under poor lighting conditions! At a distance or in poor lighting, the difference between green and blue just does-

n't show up, but you WILL see the contrast between a light color and a dark color. Note that as we age, our color perception gets even worse. Bad news for those of us in the alzheimer's crowd!

Visual clues. As we fly, we need several cues to tell us what the plane's attitude is. Probably most important is it upright or downside up? We need to be able to see the wing's bank angle clearly, especially on landing approach. And it's nice to know whether the nose is up or down! Putting it all Together. The actual colors used are not nearly as important as CONTRAST. Large areas of contrasting colors, conforming to the plane's shape, will show up best in varying conditions. Have contrast between the top and the bottom and along the wing, including the leading edge area. Some type of contrasting color line or stripe along the side is good, also.

∞ 10 20 30 40 50 60 70 80 90 100



Springfield RC club Minutes for April 2005. Ralph Todd, Secretary

MINUTES OF APRIL MEETING:

Springfield, Mo. RC Club, minutes of April meeting, April 7, 2005. Ralph Todd, Secretary

The club met at the Library Center on South Campbell Street. Following a meeting of the board of directors, the general meeting was called to order at 7 PM by President Barry Harper. The minutes, having been reviewed by members as seen in the March news letter, were approved as written. A copy of the treasures report were passed around by Treasurer David Campbell, along with his explanation of financial transactions of the month. He reported that there were a total of 64 members paid at this time. This was approved by the club.

OLD BUSINESS:

O.D. Fine reported that the runway will be paved in a couple weeks. He mentioned some concern about large cracks around the edge, but that he would consult the sealing contractor about repairing them.

Charley Newton, the builder of the new starting stands, reported that he had done some modifications on them, including wheels, allowing for them to be moved around easily.

President Barry reminded us that the combination on the lock had been changed. The new number was placed at the top of the last newsletter.

Mike Howard gave a summary of a

very interesting history of our club. He brought along copies of newsletters dating back to 1991, the same year that the pavilion was built. He gave other highlights of development, such as that the runway was built in 1993, and electricity was brought to the field in 1996. Mike was then elected as club historian, with Doug Bennett volunteering to help review past amendments to the bylaws.

Jon While introduced some members from the Ozark Barnstormers Club. They were asking permission to hold a Spring Heli-fly at our field on May 20, 21, and 22. The club discussed the issue at length, after which Ron Hyde made a motion that we allow them to conduct the Heli-fly on those dates. Our club will receive a percentage of the flying fee, and will furnish, and keep proceeds for serving meals.

NEW BUSINESS:

Dan Curtis related of a request for donation to the US Aerobatic Club, to aid in their entry to international competition in France this summer. It is composed of some of our absolute best pilots, and their expense is expected to be at least \$10,000. Our club voted to donate \$100, which will also get us a CD recording of the events.

Ron Hyde took orders for T shirts, with club logo and personal names on them. He is having them made at a cost of \$9 each. They will be blue with yellow lettering.

We were reminded by president

Barry, that field day will be on Saturday April 23rd. There was a motion that the wooden spools be removed since we have new starting stations. This was voted on to be done on or before that date. It was decided to leave the old out house for the time being. It was felt that one of the main priorities would be to complete the fence along the road at the Southwest part of the field. Bert Turner volunteered to paint the main gate and O.D. Fine said that he would order 3 loads of chat to enlarge and reinforce the parking space. Mark Copeland volunteered to do some repair work, and see that some more chat is added around the pavilion. Most present felt that brush hogging the perimeter should not be attempted before July. There was concern that secondary fencing should be improved behind the passway openings of the primary fence. There was a request by some members to reconsider the 8 PM curfew for flying small, quiet models. The majority however, elected to leave it as is, in respect to close neighbors of the field. The club will furnish hamburgers and drinks to workers on field day, and Dan Copeland volunteered to cook.

Our meeting place will remain as planned through this November, but the Bass Country Inn and Prime, Inc. is being considered for the future.

The meeting adjourned about 8:10 PM. Sparky Wessels did a good job of holding a raffle, which was a relaxed, fun filled ending to a nice meeting.

2005 MEETING LOCATIONS

May 5
Story Hour Room
The Library Center
4653 S Campbell

June 2
Community Room B
The Library Center
4653 S Campbell

July 7
Community Room B
The Library Center
4653 S Campbell

August 4
Community Room B
Library Center
4653 S Campbell

THE NEXT CLUB EVENT

**FUN FLY
&
SWAP MEET
MAY 14**



Dave Campbell's Aresti



George Ashley and his new Eclipse



"Electric" Larry flies gas?



Larry Askren and his XL2 Competition



Mark Copeland Spreading The Gravel



Nancy "Alpha Female" Schanda

REGIONAL EVENTS

Fun Fly May 7

Spring River R/C Club,
Carthage

Wcflyer@joplin.com for more
info

...

**Barnstormers Heli Fly May
20-22**

[Blacksheep Squadron Field]

...

Fun Fly May 22

Gloden Valley Radio Control
Fun Fly
Clinton, MO
Scott Martin 660-890-0950

...

Sig Fun Fly June 18-19

Montezuma, Iowa
Mail@sigmfg.com



Larry Askren and his Gyrocopter

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