

Springfield Radio Control Flying Club



AIRMAIL



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AMA CHARTER CLUB 394

MAY 2006

VOLUME 18 NUMBER 5

NEXT MEETING

Thursday

May 4th

**Brentwood Library
2114 S. Brentwood
Community Room**

**THE CLUB IS IN NEED
OF SOMEONE TO HAUL
THE TRASH FROM THE
FIELD ON A REGULAR
BASIS. IF INTERESTED
LET DOUG KNOW.**

FIELD DAY

The work day at the field was attended by 12 able-bodied fly guys. Everyone worked hard and we goter done. New doors on the south end of the pavillion, weedeating, a new color of fresh paint on the old pavillion. Cement parking barriers picked up and installed. The last job was huge, those things were about 280 to 300 lbs apiece. I'm going to list all the names except one, he and everyone else who was anywhere near the parking barriers knows who he is, I forgot to ask his name, and probably should know it, One time only I'll call him Public Works Service Center Guy. The rest of us Greg H., George A., George H., Harold C., Dan C., Sparky W., James W., Ralph T., Tim H., Ron H., Stewart J. If I've left anyone out, I appologize sometimes I don't remember myself. Thanks to all. Great job.

Mike H.



Barry Harper's Seagull Dual Ace with twin OS .46AX

2006 Events Calendar

May 13	Swap Meet and Fun Fly
Jun 3	Fun Scale Contest
July 29	Float Fly Practice, Lake Springfield
Aug 12-13	Annual Float Fly, Lake Springfield
Sep 9-10	Annual Pattern Contest
Oct 6-8	Annual Heli Fly
Dec 7	Christmas Party

Springfield RC Club Minutes for May 2006. Don Bordwell, Secretary

The April meeting of the Springfield R.C. Club was called to order April 6, 7:00 pm at the Brentwood Branch Library. 19 club members were in attendance. The minutes for the previous meeting were accepted as posted and a treasurer's report from David Campbell was accepted as read. The treasurer reported 63 current paid members.

Old business: President Doug Bennett announced that John White will continue to maintain the club's web site. A call was thrown up for someone to head up the upcoming swap-meet, but it was decided to wing it. Mike Howard gave a report on seeking lumber to rebuild the doors on the hanger. It was decided the club would reimburse Mike for whatever reasonable amount the lumber came to as no one could suggest an acceptable spending limit for the field day. Mike also announced he was going to spread bug killer to keep down on the unwanted "critters" at the field. Barry brought up the need to work on the grass ledges at the ends of the runway and it was agreed to work on them. Doug promised an e-mail remind-

ing everyone of field day. Further discussion was raised on securing the refrigerator against theft. After much debating, a motion was passed unanimously to take the \$75.00 in current pop money and hire Tim Johnson to fabricate a hasp system of some kind. A motion was made and carried unanimously to raffle off the rest of the items and discontinue the monthly raffle. Doug gave a troubling report of a new construction project at Springfield Lake that may interfere with the float fly. Alternative locations were discussed, and Doug will update the club next month when more information is available. Doug also reported nothing new on the proposed Springfield Parks Dept. flying site, but pointed out that a commitment to host a quarterly outreach to attract kids to model flying would nearly insure the existence of the field if funding becomes available. It was agreed to consider it.

New Business: Dave Campbell pointed out that it was time to change the lock combination at the field. A new combo was chosen and it was agreed that it

would be written in the newsletter. A motion was raised and passed unanimously that Doug would order new frequency pins made from engraved phenolic plastic. Doug also recanted a story of a model getting away from a member, and reminded those in attendance of AMA requirements to have names and addresses or AMA number on all model airplanes. He then read an e-mail regarding a scorched spot in the parking area from an electric model that experienced a "melt-down". A discussion ensued regarding putting a fire extinguisher on site. Mike Howard will put one in the black trunk in the hanger. There were thoughts of securing a P.O. box for the club, but the matter was tabled for lack of interest. Doug presented a letter asking for support from the U.S. Scale team to fund their trip to the Nationals in Sweden, but there was no interest expressed from the club. Dave Campbell brought up the need to pay Mike Howard for mowing, and it was agreed to proceed.

It was moved and accepted to adjourn the meeting at 7:50 pm.

Flying- SOMEWHERE ELSE!

-by Clay Ramskill

Our flying field is certainly not the worst to be found in the area - its not the best, either. We fly there because we like the field, we like the people, its comfortable to us. But sometime, we're probably going to fly at other fields.

Perhaps the easiest, most painless way to do this is by invitation from a member of another club. Whenever possible to accept such an invitation, do so. You will enjoy the experience of

meeting other people, seeing how they do things, seeing their aircraft and so on. And you will get the experience of flying from a different locale; this is not as easy as it seems! The different surroundings, the lack of the usual visual cues you're using (whether you know it or not) and unfamiliar people and aircraft types surrounding you puts a heavy load on your nervous and sensory systems. If you're there by invitation with a friend it really helps.

The worst case scenario is when you've moved to a new city - you may have made a

phone call or two, but you basically arrive at some club's field as a total unknown, and essentially end up "showing your stuff" to the watchful eyes of numerous clubmembers who are in the process of evaluating you, as you are them. NOT a relaxing situation!

And in between these two extremes are a number of interesting and pleasurable ways to fly from another field.

You see the "advertisements", flyers posted at hobby shops, or

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Springfield R/C Flying Club Fun Scale Contest

SPRINGFIELD MO

June 3, 2006

Registration at 9:00 a.m.

Static Judging at 10:00 a.m.

Flight Judging at 11:00 a.m.

- ◆ AMA Sanctioned
- ◆ 2 Classes Military & Civilian
- ◆ Plaques through 3rd place in each.
- ◆ Food and Refreshment on site
- ◆ Due to noise restrictions gas engines are prohibited
- ◆ Landing fee \$5

GPS Coordinates:

N 37d 20.55m W93d 12.196m

Directions to field:

From I-44 & 65 take 65 North approx. 7 miles to Highway KK, turn left. Go 2 miles to Farm Rd. 189, turn right and go 1/4 mile and your there.

For more information visit our web site at:

www.angelfire.com/mo2/blacksheeprc/index2.html

or contact the CD, Doug Bennett

[\(iflyrc@sbcglobal.net\)](mailto:iflyrc@sbcglobal.net) or 417-880-8330 or 417-887-1529

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in Model Aviation, for various events:

Open House- A club just opens their field for others to come watch or fly; you do need to check and see which is the case unless its obvious from their flyer. This is a pretty stressless way to fly from another field and meet some other flyers.

Fly-in- More common than open houses, and usually more structured, these are meant to get other flyers in to fly and socialize, and are also money-makers for the host club. A landing fee is generally charged, there will usually be a frequency impound, aircraft inspection, a rules brief, and so on to ensure safety. There may also be raffles of neat equipment, good food for sale, a vote for best plane in various categories with prizes, perhaps other pilot prize drawings, and maybe some neat flying demos. Generally there is no competitive flying at a fly-in.

Fun Flies: These can range anywhere from guys doing crazy events with their sport planes just for the fun of it or for a ribbon, all the way to dog-eat-dog competition with specialized aircraft. This is another situation where it would be a good idea to make sure of just what you're getting into! Our idea of a fun fly, and the "sorta" competition we do, may be a long way from some other clubs concept, where its an actual competitive event.

Competitive Events- These are highly structured, usually adhering to AMA rules and guidelines for the events. Promotions will indicate the numbered AMA competitive events to be flown;

the AMA rules indicate the type of plane and all the particulars of how the competition is run. These AMA class events cover the whole range of modelling - from racing, to combat, pattern to rubber powered free flight. You should be very familiar to the AMA procedures involved before even thinking about entering such contests. Those who do find them stimulating and fun.

Regardless of the type of function you're going to attend, be sure to look very carefully at the literature advertising it. Many functions have limitations, depending on what the Host club is into and what they're capable of handling. For instance, they may require IMAA legal planes - these are large planes, covered by IMAA rules. Restrictions may be for warbirds only, or for WW2 warbirds only. Or 4-strokes only. Or AMA #301 events only. Or whatever!

Nearly all the ads will give a POC - a point of contact. It would be wise to give the contact person a call to make sure you know what you are getting into before you drive all the way to East Somewhere. And make sure you have GOOD directions to the field involved. Don't settle for "just follow the signs from downtown"!

A few pointers for going to ANY other field to fly. HAVE your AMA card (not a copy); you probably won't fly without it. Any AMA sanctioned event requires that your radio be "1991 certified". Expect that your plane and perhaps the radio will receive a thorough safety check. Be sure your plane has your name and number on or within, an AMA

requirement. Have the appropriate frequency number and red streamer, as well as your name, on your transmitter.

On arrival, get familiar with the frequency control system in use. Be sure that you receive a briefing on any peculiar field rules - it's amazing how often you find out about these AFTER you've unwittingly broken them! Be sure you're aware of field and/or event requirements; sometimes a "spotter" (someone who stands beside you and tells you when you're about to hit another plane!) is required for each flight. Maybe there is no taxiing allowed at the field or for the event. Sometimes you're only allowed to start engines out at the runway; ie no running engines in the pits. Some clubs may have a time limit for how long you can fly, or how long you can hold on to a frequency pin.

Be sure to take necessary items with you - the host club may not provide chairs, your favorite beverage, or shelter for you or your plane. You should certainly have a few bucks with you - for landing fees, to enter a raffle, or to buy something neat that's for sale. And if at all possible, take a friend. That way you have someone to talk to, you can trade "spotting" duties, etc., and perhaps ease each other's apprehensions about flying in front of a bunch of strangers!

But by all means, when you see a good opportunity to fly at a different facility, do so. You will be treating yourself to a taste of the wonderful combination of diversity and cohesiveness that make our hobby such an interesting pastime.

How to Lose a Flying Site

Commandment #8

Don't worry about flying demonstrations for the local charities or young hospital patients -- your fun and contests come first. Even though demonstrations create better understanding between the "uneducated" non-modeling public and your club, don't waste time on such efforts.

Similarly, don't bother with a miniature air craft show team because that's simply a public relations gimmick to give the public a good image of your favorite sport and who needs it? The same is true of good photographs and text about your aero modeling activities released to the local newspaper -- too much

trouble. PR is not the responsibility of a local model club, right? Let AMA headquarters worry about the PR even though there's no way people in Muncie can tell your local newspaper, TV and other media in your town as well as you can -- what a fine community-oriented group you are and what activities your club is involved in.

Commandment #10

Don't have a junior training program for newcomers to the sport. You came up the hard way and there's no need to pass along any of your knowledge and experience. Let newcomers shift for themselves until they know the ropes. Collect their dues for club membership but let them learn by their own mistakes, even if they crash

their airplanes on neighboring property. Maybe they'll drop out of the club.

Commandment #11

When members start dropping out, don't take it upon yourself to plan special events and programs in order to stimulate interest. Somebody else will probably come to the rescue. If they don't, the membership may just taper off to nothing and then you will have no need for your flying site.

From AMA publication "Getting and Keeping Flying Sites" 5th edition

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