

Radio Signal Modelers Flying Club



October 2011 Newsletter

The October 2011 meeting was called to order at the club's new meeting place, the Shiller Park Community Center, by President Les Schier at 6:30 p.m. on October 10th. President Les started the meeting by recognizing the efforts of Tony Loquercio for using his contacts within the Shiller Park community to secure the use of the club's new meeting place. Our new meeting date is the second Monday of every month due to constraints at the new meeting location.

The minutes of the September meeting were read by Secretary Ted Noncek and approved by the club. There were approximately 26 members and guests in attendance.

Treasurer's Report

Treasurer Terry Gombert presented the Treasurer's report. The club began September 2011 with a cash balance of \$765. During September the club collected dues of \$50 and paid out \$50 in fun fly expenditures. As a result, the club's ending cash balance, including \$193 in PayPal, was \$765. The Treasurer's report was approved by the club.



Fall is here with the trees turning out some great colors around the field. Unseasonably warm October temperatures and light winds have made for some enjoyable days at the field lately.

Committee Reports

Field Maintenance: Chairman Mike Reinhart presented the Field Maintenance Committee report. Mike indicated that there was not much to report this month, but that shortly the club would be fertilizing the field. Mike recognized the efforts of Don Zeller for filling in for him in leading the grass cutting efforts while Mike was on vacation.



Roger Mankowski and his electric conversion Avistar.

A discussion took place on the condition of the orange flight line fencing, and whether the fencing should be replaced now, or after winter. The general consensus was that the fencing is currently functioning fine in stopping out-of-control aircraft from hitting pilots. The decision was made to wait until spring to replace the fence. It was noted that the club already owns enough fencing for the replacement since it bought a large roll when the current fence was installed.

After Mike's report and later in the meeting, an additional field maintenance item was brought up by Tibor Galfi. T indicated that the club needed to weather seal the newly constructed flight stands before winter. President Les asked if T could organize and lead the effort and T agreed.

Field Safety Committee: Safety Committee Chairman Tim Novak presented the Field Safety Committee report. Tim noted that no field safety issues had come to his attention and that most users of the field were posting cards. President Les noted to the club that he still observes some pilots flying over Irving Park Road to the west near the pump. Les indicated that to the east is sometimes understandable since the landing approach is tight on that side due to the trees. All pilots should avoid flying over the street, especially on the west side.



Turnigy 46 electric motor on Roger Mankowski's electric Avistar. Roger is using a 4 cell 5500 mah lipo battery and can get up to twenty minutes of flight time with this set up.

During the discussion on not flying over the street it was noted that a new pilot under instruction had his plane go out of control and crash into a lane on Irving Park Road. It was noted by the instructor that the student pilot had used a battery set up that used non-soldered contact points, and that after the crash they were able to get the radio to stop functioning by knocking the battery on the table. As we all are aware, battery packs provide the life to our aircraft, and there is no excuse for anyone using battery packs that are not designed for aircraft use. A brand new 4.8 volt receiver battery runs between \$10 and \$20 and is well worth purchasing for the safety it provides.

All instructors should inspect student pilot models thoroughly, and ask in subsequent pilot training sessions whether any modifications have been made since the inspection.

Planning Committee: Chairman Tim Gombert presented the Planning Committee report. Tim noted that nothing had come up to report at this time.



Terry Gombert shows Mike Reinhart and Tibor Galfi his 1960's era Taurus wing.

Flight Training Committee: Chairman Don Zeller presented the Flight Training Committee report. A discussion ensued on the manner in which student pilots and instructors are put together at the field. Often a new pilot presents at the field and anyone willing to help him takes him on his first "lesson." The individual may return and ask help from someone else willing to help, and may repeat this pattern without ever moving to formal instruction with a club instructor.



Roger's modifications to convert his Avistar to electric included a hatch to access the battery and cooling holes.

Several years ago the club made a rule on its training regimen. The club agreed that new pilots would be instructed by club instructors only if they joined the club. However, the club decided that club instructors would be available to take the new flier on an initial flying session, with the clear message that they needed to join the club to expect additional training. All members are encouraged to give this message to new pilots presenting at the field. Once they join the club, they will be given access to the club list on the web site, in which they can get the names and numbers of all of the club instructors. Then the new pilot is to call an instructor and arrange a meeting time for formal training.

Discussions continued on whether it is ever appropriate to train a new student without a buddy box. The general consensus was that the "hand off" method is not safe, unless of course it is a more experienced pilot asking for help with a plane in flight.

The club discussed the club buddy boxes. It was noted that the buddy boxes are located in the Knaack box. The club has Futaba, JR and Park Zone buddy boxes, but does not have a Spectrum. It was asked whether any members have a old Spectrum transmitter or buddy box that they would be willing to donate to the club. Wojciech Rafacz offered to donate a DX5 to the club to use as a buddy box. Thanks Wojciech for your donation to help future pilots.

After further discussions on how students are able to reach out to instructors, it was decided a new button would be placed on the club website to direct new members to a list of instructors, with their phone numbers and email addresses.



Terry Gombert's Taurus kit. The box calls it the model that is making RC history as the winner of the 1962 Nationals.



New member Joe Stanko gives a demonstration on the use of LEDs in RC aircraft.

Other Business

Take-Off and Landing Call Outs: Les noted that there are still pilots calling out take-off and landing intentions too soon, forcing other pilots to move out of the way for longer periods than necessary.

The following are the call-outs and the ideal point to make them:

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| Taxiing: | As soon as you enter taxi way. |
| Taking Off: | When entering runway and ready to take off. |
| Landing: | On down-wind leg just before turning to base leg. |
| Dead Stick: | As soon as pilot realizes engine failure. |
| On The Field: | When entering field to retrieve air craft. |
| Field Clear: | When exiting field. |

Remember, a pilot calling out "Dead Stick" has the highest priority over anyone else in the air or getting ready to take off. A pilot needing to land, has a higher priority than a pilot in flight, or getting ready for take off. Bottom line at the field is treating each other as gentlemen, giving right of way to your fellow pilots under these priorities, and not calling out your intention too early.

An extension of this discussion added that flying in pattern is important when several fliers are using the field, and landing in pattern is equally important. A pattern should be established by the pilots flying, and followed by everyone.

Registration Fee for Fun Fly Events: Jamie Solis introduced the concept that the club should be setting a registration fee for pilots to participate and enjoy food and refreshments at future fun fly events.

An accounting was made of the Labor Day Fun Fly and it was determined that the event cost approximately \$230 for food and supplies, only bringing in \$72 from non-member meals. This resulted in a cost to the club of \$158. A discussion ensued as to whether fun fly events were a member benefit, paid for by the annual membership fee for the club, or whether those members attending the event should pay enough to defray the cost of the event, with the potential for profit to the club. After discussion, the following resolution was proposed by Jamie, and seconded by Tony Loquercio:

For all participants at fun fly events, club members or not, to pay \$10 to fly with food included, and \$5 for non-participants wishing to have food only.

A vote was taken on the above resolution that passed with 14 members for the resolution, and six member voting against.

Fun Fly Committee to be Formed: After general discussions on fun fly events, including a comment that members are not notified early enough of upcoming events, Les indicated that a Fun Fly Committee would be formed, with a chairman that is ultimately in charge of planning events and requesting help from members. Since next month is the meeting in which officers for 2012 are slated for election in December, it was decided that this committee would be determined during the November meeting along with other officer candidates. Any member willing to fill this important leadership position is asked to step forward to Les or any of the officers before the November meeting.

Seventh Annual Chili Fun Fly Date : The club's seventh annual Chili Fun Fly will take place on Saturday, December 10th starting at 10 a.m. This is a great event that makes winter flying fun—plenty of great chili, a warming tent, and ski plane flying.

Mark the date and dust off those Dubro skies and those great chili recipes!



Don Lamonica presents his Great Planes Cirrus SR22 to the club during show and tell.

Constitution Revision: Les noted to the club that the officers would be meeting to come up with proposed changes to the current club constitution. Les indicated that after a set of proposed changes are made, the draft of the revised constitution would be emailed to club members with a request that comments be made by club members on proposed changes. Ultimately a revised constitution would be put to vote by the membership for approval.

2012 Officer Nominations Due at November Meeting: Per our constitution, officer nominations are due at the November meeting to fill officer positions for the following year. The offices to be filled include President, Vice-President, Secretary and Treasurer. Additionally the club needs to appoint a Safety Officer for 2012. Any club members wishing to be considered for nomination should let an officer know, or find a member that will present your name for nomination at the November meeting.

Helicopter Flying Area Discussion: Continuing the discussion from last month, the club discussed alternatives to moving the helicopter flying area. Mike Reinhart presented photos of the field with

notation on the potential of moving helicopter pilots to the south side of the field, to fly with back against the forest. After a brief discussion on potential draw backs of such a plan, Les tabled further discussion to the November meeting.

Mylar Runway Surface: Vince Montana joined the club as a guest at this month's meeting and presented along with Mike Reinhart photos of a downstate flying club's field which has a runway made of black Mylar. The surface costs approximately \$800 for a 16ft by 300ft roll, which the downstate club cut into two sections to make one 30ft by 150ft runway. The surface is tacked down with spikes, and when the sun heats it, the material stretches tight and smooth. President Les said that it sounds like a great idea, and that the club members should think about it and come to the next meeting to discuss.

Flying Field Sign: Les noted that he had a discussion with the Forest Preserve representative who indicated that the replacement sign for the flying field was soon to be installed. This is the replacement for the large sign which displays the AMA safety code on the back.

New Members Welcomed: The club welcomed new member Joe Stanko, and returning former member Ron Rothstein and son Ryan to the club.

October Presentation

New member Joe Stanko gave a demonstration on how modelers can use light emitting diodes (LED) as navigation lights on their planes. Joe showed how LEDs of various kinds react under different voltage loads. Great demonstration Joe for your first club meeting.

Show and Tell

The club had two show and tell presenters at the October meeting. First up was Don Lamonica who showed the club his new Great Planes Cirrus SR22 Turbo EP ARF with a 50.5 inch wingspan. Don has a 333 watt motor in the craft and reported that the maiden flight was uneventful, with no trim required. Don commented that he left off the wheel pants and that the aircraft handled nicely on the freshly cut runway.

Terry Gombert was next up and showed off his newly acquired 1960's era Taurus model. Terry acquired a built model as well as a kit of the model from an estate sale last week that was selling off several older RC airplanes. The built up model had silk and dope covering, which Tim had already stripped off. He is planning on making copies of the parts in the kit so that he can build more new Taurus models in the future. Terry related that the Taurus was popular in the 1960's and that both he and his brother Tim admired their father's Taurus with great envy when they were young. The Taurus that Terry acquired already built had thread hinging on the control surfaces



The thread hinging on Terry's Taurus.

A discussion took place on the size of the ailerons on the Taurus, how they were smaller than many of today's modern RC aircrafts. Ed Bywalec noted to the club that this was due to the state of radio control back then. The old reed sets would have the pilot push a button which would result in a full deflection—an all or nothing situation. With smaller control surfaces, the full deflection would not send the aircraft into as much of an abrupt turn. Ed further pointed out that the Taurus on the photo on the kit box is now in the AMA museum in Muncie, Indiana.

Next Meeting: Monday, November 14th at 6:30 p.m. at the Shiller Park Community Center, 4501 N. 25th Avenue, Shiller Park. All meetings are on second Monday of each month now.

By Ted Noncek, Secretary (tnoncek@comcast.net)