

Radio Signal Modelers Flying Club
May Newsletter
May 5, 2008



The May 2008 meeting was called to order by President Mike Meitus at the Strictly RC meeting room. Secretary Ted Noncek read the minutes of the April 2008 meeting which were approved by the club. Approximately 24 members were in attendance.

Treasurer's Report

The treasurer's report was presented by Treasurer Terry Gompert and approved by the club. The club's beginning cash balance at March 31, 2008 was \$1442.81. During the month of April \$233.98 was received and deposited in the bank account from dues payments and the club's share of the annual fuel purchase. Expenditures totaled \$240 during April including \$50 spent on raffle prizes and \$190 on federal taxes. As a result, the ending cash balance at April 31, 2008 was \$1,436.79. Note that dues for 2008 are due and payable either by paying Terry at the next club meeting, or through Pay Pal on the club's web site. As a reminder, members must renew their membership in the AMA in order to receive their club membership card.

President's Message

President Mike spent the first few minutes of the May meeting discussing safety at the field and a recent incident. Mike related that last week a flier was at the field with several aircrafts that he had not flown in some time. The flier was getting back into the hobby and brought some experienced friends with for help. Unfortunately, a serious crash occurred. The flier crashed a gas-powered Twist with an Evolution 23 motor at full throttle into the parking lot area. The force of the crash left a gouge in the asphalt and the motor flew off the model and into the drainage area that spectators often use in front of their cars. The crash occurred on a weekday and luckily there were no spectators or cars in the area of the crash.

Mike indicated that this incident should serve to remind all of us of the destructive power of our model aircraft. Extreme care should be taken in operating these machines and all safety rules should be followed by all pilots that use the Shiller Woods Flying Field. In the case of the experienced but rusty pilot involved with the crash, perhaps better judgment would have had such an pilot on a buddy box with a currently proficient pilot on a larger gas model, or at a minimum using a smaller and less powerful model for the re-training period.

The message that Mike conveyed to the members was to keep on the lookout for flyers that are likely trying to fly something outside of their skill level. While all pilots are ultimately responsible for the safe operation of their own craft, and the judgment as to the skill level required to operate a more advanced model, it is up to the club members to gently and diplomatically offer advice and assistance to pilots that appear to be new or having trouble operating their plane.

One club member suggested that in hearing the story, that the individual had three planes at the field for the day, that it is best to learn or re-gain proficiency on a single model and not switch off to other aircraft while the learning is taking place.

Field Maintenance Report

President Mike reported that the field was cut and rolled on Monday, the day of the meeting. As noted previously, as soon as a good weekday was available the rolling would take place. In spite

of the higher quote on rolling reported on at last month's meeting, the total rolling rental bill was comparable to last year's bill (\$352). Special thanks to Mike and the team that rode the wild roller this year which included Don Raasch and Tony Loquercio.

As previously announced, the club will be holding a special **Saturday morning maintenance party** at the field on **Saturday, May 17th starting at approximately 8 a.m.** Volunteers are needed with or without a Scotts drop type lawn spreader. Please contact President Mike or VP Mike to let them know you can make it and be able to supply a spreader if possible. It is intended that we will be fertilizing the field, adding grass seed to strengthen the landing strip of the field, and performing general maintenance on the field. It was discussed at the meeting that members able to attend are asked to also bring tools and hardware to perform maintenance on the flight station benches.

The club discussed the need to replace the ash trays on the picnic tables. Since they are missing, we are seeing a lot of used cigarettes ending up on the ground in the pit area. Any member willing to create some ash trays are welcome to use a round tin can (such as those with fruit cakes for Christmas), some sand and some gravel. These have worked well in the past and will allow our smoking friends a place to put their butts!

Field Safety Issues Part 2

A discussion was held regarding recent situations of the public walking across the flying field and playing ball in the western overrun area. Last weekend on Sunday with a busy flight line it was necessary to convince a group to move away from the middle of the field where a impromptu soccer match had started. The megaphone was not enough to make them move and club members had to personally convince them of the danger they were in by playing in the flying area (see President's Message above!). The discussion continued regarding the need for signs at the western edge of the field, and by the Forest Preserve's most popular water pump, to prevent people from walking into the restricted flying area. VP Mike indicated that he had placed signs up last year but all were taken down, possibly by the Forest Preserve District. Discussions continued regarding whether the club should make sandwich board signs that could be placed in the field on high usage days (Saturday and Sundays) to notify the public of the restriction. It was discussed that such a sign should be written in English, Spanish and Polish to reflect the diversity of users of the Forest Preserve. It was decided that President Mike would talk to his new contact at the Forest Preserve District and see if they have any solutions to our needs to place signage up to maintain the safety of the field.

Father's Day Fun Fly and Cookout Scheduled, Saturday June 14th

It was decided that the club will again host a Father's Day Fun Fly and cookout on the Saturday prior to Father's Day, June 14th beginning at 10:30a.m. Please save the date and plan on attending. More specific planning will take place at the June meeting.

May Meeting Programs

With the decision to plan better meeting content last winter, the club this month was treated to two excellent presentations of interest to our hobby. First, expert modeler Les Schier shared with us a program on the center of lift and the center of gravity in a fixed wing aircraft. Les covered this topic well and demonstrated the steps to determine whether your model is balanced correctly as follows: 1. First, trim your aircraft to maintain level flight at medium speed. 2. Cut throttle and place the aircraft into a 30 to 40 degree dive (make sure you have plenty of altitude to conduct this test!). 3. If the aircraft recovers from the dive, then the model is balanced appropriately. If however the model noses down further, then the CG is too far back. If the model noses up, then the CG is too far forward. Les indicated that the key here is the sequence. The trimming one performed to gain the straight and level flight in step 1 is the key to diagnosing your CG status. If the plane is tail heavy, then an extra amount of downward elevator trim was

necessary to maintain level flight. As a result, in the step 2 test, the aircraft will be forced into a further nose down attitude due to the down trim. Alternatively, if the aircraft is too nose heavy then up trim on the elevator will be necessary and will result in the upward nose in step 2. Les pointed out that too much up elevator in trimming an out-of-balance aircraft can be dangerous as not enough up elevator will be left for the landing flair. Good advice Les and thanks for your presentation.

Next the program turned to VP Mike and his demonstration of easy cowl repair using Bondo putty commonly used to repair auto fender damage. Mike explains that he first uses CA to piece back together the damaged sections of the cowl, using thin CA to glue down the little pieces. He then applies the Bondo putty and lets it dry for about 10 minutes before he uses a hobby knife to cut off any excess spots. This step, Mike pointed out, saves a lot of sanding latter. The next day, once the Bondo is hardened fully, he uses 60 grit sandpaper to shape the cowl repairs. Next he uses 400 grit with a sponge and smoothes out the surface. Finally, he uses a sand-able primer, laying down as many coats as needed to achieve a smooth finish. Mike indicated that the primer dries very fast and that it fills the small imperfections of the sanding process, allowing for as many coats as will fill in the sanding scratches. Once the primer is dray, the cowl can be painted. Thanks Mike for again providing a very informative presentation that all of us “crash rebuilders” are sure to make use of.

RSM Hats and Shirt Order

With the many new club members and the great popularity of the RSM club hats and shirts, it was decided that the club will again open up the sale of this merchandise. President Mike and VP Mike have offered to take on this task. Look for information on the website about the availability of this merchandise. It was discussed that the members making orders would use Pay Pal to pay for the items before they are ordered from the provider.

Show and Tell

Don Zelner showed off his new E-Flight P-47 foamy. This craft is really neat as it is hard to tell at any distance that it is made of foam due to the great paint detail. Don is waiting for some light wind days to send this war bird on some missions over Shiller Field.

Next Ted Noncek presented his new Sig Kadet Senior. The aircraft is incredibly light (7 lbs) for its 81 inch wing span and is powered by a OS SX50. Plenty of power to have a very relaxing big bird flight.

President Mike presented his Raptor 90 powered by an OS FX91-H motor. Mike described his plans on converting the body of the helicopter to a scale MD500 Defender military body, and his process of carefully re-engineering the tail rotor to reflect the scale MD500 with its rotor on the opposite side of the stock Raptor. Mike indicated that he had to have new parts made to accomplish this, which he believes may be unprecedented based on his research. Nice job Mike. We can't wait to see some scale helicopter action at the field. Perhaps you and Don Zelner can get together and run some missions together when this is finished!

Ed Bywalec presented an expertly constructed and covered Great Planes Dazzler. Ed build this plane from a kit (and yes Ed, some of us still do know what a “kit” is!) and plans to put a Magnum 46 as the power plant. Ed's covering job was superb. After the meeting we saw Don Raasch admiring the covering job, and that is a pretty high compliment given the skill Don brings to covering his models!

Finally Vic presented his electric Extreme Flight Extra. Vic explained that he has had problems with the landing gear breaking off and wanted a solution. First he tried nylon bolts but they were not strong enough. But then he got the idea to create a spring loaded retainer for the gear. Vic

went to the hardware store and was able to find some springs that fit over the nylon bolts, and even found a sort of sleeve for the springs to fit around. Now the landing gear flexes upon impact and the shock of landing is absorbed by the spring. Nice solution to your landing gear problems. Perhaps you can sell this in the magazines as an aftermarket accessory for this and other electrics of this class that all seem to have this problem with landing gear.

Next Meeting at Flying Field – Monday June 2nd at 6:30pm

The June meeting (and all summer meetings) will be held at the Shiller Woods Flying Field weather permitting. In the event of rain, then the meeting will be held at the Strictly RC location also to begin at 6:30pm. We anticipate a shorter program to allow for the club to get in more flying time before and after the meeting. Be sure to bring a model to show off your skills to the rest of the club.

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