



AIRMAIL

The Springfield R.C Flying Club Newsletter

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Happy New YEAR!!

President's Corner

When I joined the club a few years ago my main focus was on the facilities and not the Club. I took one look at the flying field and knew I was going to have to join. I did however spend a lot of time that first year trying to avoid other members. Being a relatively new pilot I was afraid I'd do something foolish or break a rule or somehow embarrass myself. I was sure that I didn't want to be "bothered" by any of the guys at the field. As it turns out we had very few regular fliers that year. I got to fly quite a bit and I'd head home if too many other fliers showed up. It seemed like a pretty good deal at the time. What a shame! I was missing out on the best part of belonging to a Club like ours.

This brings me to 2009. 2009 was in my opinion a fantastic year for our Club. We have a great bunch of fliers who have a real enthusiasm not only for flying but for the Club itself. The focus seems to have shifted from whatever internal squabbles we might have had to a palpable excitement about the passion we all share for flying. In the end I figured out I enjoy talking to one of the members about their latest project as much as I enjoy flying. It's rare to be in a situation where you need a screw to fix your carburetor and the guy gives you 100 of them. Rarer still to have him help you sort through them to find *the* screw. My perspective has changed completely. These days I think I'd just go home if I didn't find someone at the field to share the day with. What a difference a year makes.

If the Christmas party was any indication 2010 should be a great year. Everyone always seems to have the

same thing to say – "I just want to fly and have fun". With our current group I don't see how we can go wrong. Here's looking forward to warmer weather and I hope to see you at the field soon!

--Wes "Scott" Parker

"Minutes" Dec 3, 2009

The event, held at the Heritage Cafeteria Room #3, was "called to order" by President Mike Howard recognizing many members who had contributed time and effort to the club during the past year. There were over 35 attendees present. A picture recognition 'contest' was conducted requiring the attendees to match names to pictures of various very young 2010 officers/board members. An aircraft name/designation game was conducted with Cal Adams identifying the most aircraft names called out (Mike Howard a distant second). 2009 President Mike Howard then swore in the 2010 officers and board members. A mini auction was conducted selling some of the smaller items from the remaining Sparky Wessels estate. 2010 President Wes "Scott" Parker announced the revival of the Top Gun award. The attendees cast their ballots choosing Byron Scott as the 2009 recipient. Byron was presented a special hat with "TOP GUN 2009" on it. A box wrapped in bright blue paper was presented to Wes. Opening it revealed a hat with "President 2010" and the club Corsair logo on it. The 25 item raffle was conducted with the outstanding assistance of Jack Weis (age 7) who drew each ticket and effectively called out the numbers. Jack was presented a club hat for his terrific effort. A special thanks to those who worked to make this event a great success. Thanks also goes to our dear friend David Sleeth who contributed several gift certificates to the raffle, and, to Nancy Schanda who contributed embroidered club hats to the raffle and who was commissioned to

embroider the special Top Gun and President hats.

2010 Membership Renewal

Those who haven't yet renewed their club membership can do so at the Annual Chili Fly New Year's Day. Bob has prepared Membership Forms with each member's information already on them to expedite the renewal process. Until club membership is renewed, all club privileges cease, including flying at the field. Proof of 2010 AMA renewal is required for renewal of club membership.

For those who wish to renew by mail, a membership form is enclosed.

Annual Chili Fly
Friday Jan 1, 11:30a - ?
Sparky's remaining items
auction 1pm

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

Last Newsletter
This is the last club
newsletter members will
receive without renewing
2010 club membership.

SKI FLY
When snow cover is
available & conditions
permit

2009 Club Officers

President

Wes "Scott" Parker
Wes.parker@harrycooper.com

Vice President

David Campbell
dmcampbell@att.net

Secretary

Barry Harper
TallRCMan@peoplepc.com

Treasurer

Bob Schwandt
treasurer@mchsi.com

Board of Directors

Justin Heath
Justin@heathsworld.com

Mike Howard
1shinden@att.net

Tim McWhorter
mcwhrtrtm@yahoo.com

Ron Schanda
ronschanda@missouristate.edu

Bryon Scott
Family3bs@aim.com

Field Marshal

James Parks
Gloryboundstudio@att.net

WebMaster

Wes Parker
Wes.parker@harrycooper.com

Newsletter Editor

Barry Harper
TallRCMan@peoplepc.com



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Springfield Radio Control Club

(Black Sheep Squadron)

Springfield, Missouri

Name: _____

Name of significant other: _____
(Optional)

Mailing Address: _____

City: _____

State: _____

Zip: _____

Telephone: Home _____

(Optional) Office or Cell: _____

Radio Frequencies You Will Broadcast On: ____ _

E-Mail Address: _____

AMA Membership Number: _____

Note: Proof of membership in the AMA is required for membership in the Blacksheep Squadron.

All members are to complete and sign this form, mail a copy of your AMA card along with this form and include a check payable to SPRINGFIELD R/C CLUB to:

William "Bob" Schwandt, Treasurer
3638 W Driftwood St
Springfield, MO 65807

Phone: 417-268-0088
Email: bschwandt@mchsi.com

By paying my dues, I agree to follow the club rules as well as the AMA published rules.

Member Signature

Date

Flight Line and Pit Safety Guidelines

(Revised and Approved January 3, 2008)

- All pilots must be members of AMA. The rules and regulations of the AMA govern the operation of the aircraft flown here.
 - Only Narrow band (Gold Sticker) transmitters, 2.4 GHz transmitters or any other AMA approved frequency transmitter are permitted at this field. This does not apply to transmitters operating on ham frequencies.
 - **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. 2.4 GHz pilots take a Spektrum pin from the Right side of the board and insert your card. 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. *If you do not have the frequency pin then no transmitter is to be turned on.* Synthesized radio owners need to be aware of the frequency they are on and the one they want to switch to before turning on transmitter. You will need both channels clear!
 - Consumption of alcoholic beverages while anywhere at the field whether flying or not is prohibited.
 - No Flying before 9:00 A.M. or after 8:00 P.M. with exception to Electrics after 8:00 P.M.
 - Minors (under 16) have to be accompanied with a Parent.
1. Do not taxi in the pit area. (You may taxi out and in if you are at the ends of the runway)
 2. Do not fly west of the runway (This means a line for the whole length of the property North to South)
 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 or into the wind but never to the WEST.
 5. Be sure other pilots and spectators are clear of the propeller arc before starting engines.
 6. Prolonged full throttle tests of the engines should be done on the flight line or to the west of the restrooms if breaking in an engine.
 7. Announce to those on the flight line your intentions to approach the runway (e.g. "*On the field!*"), take off (e.g. "*Taking off!*") or land (e.g. "*Landing!*"). Also announce when you are clear of the runway (e.g. "*Clear!*"). When your engine malfunctions and you need to make an emergency landing announce dead stick (e.g. "*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 flight line / runway area, preferably from the north or south ends.
 10. Do not fly over or near the houses located on the south or north ends of our property boundaries. Do not fly west of the runway at any time. There is a house in the woods to the east of the runway, so avoid flying over the woods to the east.
 11. Each pilot should use the stations that have been positioned between the protective fences on the flight line. This permits only 3 planes in the air at any time.