



Next Meeting
February 7, 2013

S. Campbell Li-
brary Center
Auditorium

Next Event

Field Day

April 20th

Check us out on

Facebook!

Springfield
RC Club

Share in the
hobby!

AIRMAIL :: VOLUME 25 :: ISSUE 1 :: JAN 2013

President's Corner

Looks like we have 2013 mapped out. We've scheduled fewer events this year with a focus on quality not quantity. The Charity Fly will be in May again this year and of course we will have our annual Family Day. The Float Fly(s) are the only event still unscheduled but we'll get them nailed down soon. Looks like we might have an opportunity to have an extra float fly at Fellows Lake this year! I for one would like to see a float fly so close to the field. If you have any questions or concerns for 2013 please let me know!

Wes "Scott" Parker

Meeting Minutes:

There were 14 members and one spouse.

Meeting started at 7 with no previous minutes and the Treasurer's report was accepted as published.

The Chili-fly went rather well with Bryon supplying some awesome chili, Keith keeping us warm with heaters and hot chocolate and Michael sharing some of New England's finest...crab soup. Thanks guys for the solid efforts!!

The event calendar has been set. Check out the calendar page for details.

We are on Facebook now for anyone who cares to share photos and stories!

Membership is up to 31, which is quite good for just entering the new year!

Meeting adjourned at 7:40. See ya all next month!!

The sky was iffy early on but proved to be quite tolerable as the day wore on. There were a few new birds to admire and plenty of glow fuel burned up...not to mention the amperage flow that was going on! A late flyer really caught everyone's attention! The winds settled a bit and Leon broke out his Micro Mustang! Awesome little war bird!

*Leon's Micro
P-51 Mustang*



Let the Training Begin!

Bryon has been pretty busy lately. All this warmth is really keeping the fellows out flying, and he is always there to help a man out!



*Bryon and Keith with the Buddy-
box and trainer...*



David Sleeth - Owner

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For more information - Officers, Board Members and contacts see the website



Swap Meet 2013

The 2013 RC/Ham swap meet was limited to a single room and seven tables.



This year's RC/Ham Swap Meet was a radio operator's dream and an RC hobbyist's nightmare. There were very minimal RC vendors there, most with deals for miscellaneous items, some complete aircraft and some with parts and pieces. I was rather disappointed with the turnout but figured the lack of preparation time was the reasoning. Hopefully the heads-up will come earlier next year.

Meeting Membership Attendance

There are always those members who have ideas, complaints and/or suggestions for what the club could do or should do, while out at the field, yet we never see them propose their ideas or opinions at the meetings, where business is conducted.

Our by-laws state that we must have 20% membership in attendance to qualify a quorum. Early in the year, while membership is low, that is not an issue, but later on, during the flying months, the attendance is questionable at times.

If all that is desired, to justify paying your membership dues, is to have the site to fly, that's fine. But if you have concerns and get frustrated because no one really wants to hear it at the field, come to the meetings! Let your voice be heard!! It's your club, start running it!

Event Ideas

Anyone with a reasonable idea for a scheduled or non-scheduled event should be ready to head up the necessary process to make it a reality.

Planes and Bugs.....Who Knew?

I've seen bugs on planes, but this is a first! Planes in a Bug! We all know what kind of a hassle it can be to haul these planes around... and we are usually limited by our hauling capa-

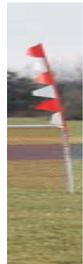


bilities as to the size of planes we own. Not the case here! Keith knows how to improvise like no one's business! He'd make Marines proud! Hooah!



Making Life Easier

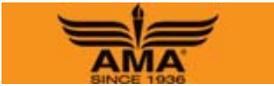
Thanks to Leon's quick thinking, and generosity, we no longer have to look all the way over our shoulder to see the wind sock, in order to tell the wind's direction in correlation with the runway. He noticed these attention-getting flag poles at the local hobby shop and, being the dedicated member he is, thought about how well they would benefit us at the field. Thanks a bunch Leon! That'll cut the guess work, as well as eyes-off flying, down drastically! Too bad someone thought of these as a nuisance and removed them. Whether a member thought of them as distracting or a non-member decided they wanted them worse than we needed them, they were noticed removed and their return would be greatly appreciated!



Member Contributions

Thanks to the generosity of Dan Curtis, the following article has been submitted to introduce the art of pattern flying. We all have watched these pilots and their graceful aircraft perform, and with mixed opinions about it, this article will be included to show all who read this newsletter that there will be no favoritism nor discrimination within our club membership. Those who choose to enlarge their flying resume will enjoy it. Thanks, Dan, for your contribution!

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There is a Pattern to the Madness... for the interested pilots

I am an old pattern flyer, it consumes copious amounts of my time and more than a little bit of my disposable income. I started flying pattern in the sixties, with my second RC airplane. The first one was an ill conceived idea of mine to design and build my own trainer. It was short lived but I realized that I was going to be in this for the long haul. I built a state of the art pattern flyer and learn to fly it and never have looked back. In the early days of RC, you really had limited choices in RC flying. You could go into pattern or into scale, and if you had the big money, you could try some racing. That was about it. Sport planes were not overly common and were mainly just different shaped trainers in one form or another. Also, at that time, pattern and pattern merchandise was the dynamic force in research and development for the RC industry. Many of the things we take for granted today, in radios and engines, resulted either directly or indirectly from competition in precision aerobatics. Now, people entering our hobby have a much wider range of choices in the wonderful world of RC flying. This has been a good thing for the hobby, but it has limited numbers in any single area of RC. Pattern, due to it's total commitment has taken a pretty hard hit over the years. It still thrives but not as robustly as it once did.

In pattern we fly a schedule of maneuvers, with in a confined and well defined area. We do this in front of a judging panel, which usually consist of two judges. Most of our judges have received certification from the pattern SIG, the National Society of Radio Controlled Aerobatics, NSRCA, Each judge use a 0 to 10 scale for evaluating each maneuver, with a set criteria of downgrades used for each maneuver. Basically, we start a manuevre with a 10 and try are darndest to keep it.

The schedules we fly are designed in a stair step fashion. Entry level flyers will fly in the Sportsman class. This class has less demanding and fewer elements than other classes in the progression. It also allows for a few breaks in the flight, to allow non judged adjustments to be made during the flight. These breaks are non existent in the rest of the classes, but are often welcomed by the Sportsman flyers. Each class builds on the elements learned in the previous class, until the destination classes are reached. AMA sets the rules for four classes. Sportsman, Intermediate, Advance and Masters. Most contest, will offer all of the mentioned classes as well as the FAI class of F2A. FAI is the governing body for model aviation worldwide, and is not integrated or connected with our AMA.

The schedules of the AMA classes of Sportsman and Intermediate are not changed very often. Usually once every four to six years. Advanced and Masters are leaning more and more to changing every two years. F3A changes every two years, immediately after the bi-annual world championships.

If you would like to fly a few or all of the maneuvers in a class, give it a try. You don't have to turn fanatical like some (we shall mention no names) but you might really get a kick out of seeing how you would do. It lets a person set some goals in their flying and with that comes a learning progression that will improve your flying abilities with in any discipline of our hobby. You will learn how to do a manuever, then how to make the maneuver in all types of winds and wind directions. You will see how a change in aircraft CG or prop or wing adjustment can make drastic changes to the flight characteristics of just about any plane. You will begin to want to make the plane work better for you and it will make large strides to having in more fun when you head out to the field.

I have included a list of the Sportsman sequence and the Intermediate sequence for your reading pleasure. You can see how the classes build from one to the next. If you want to get a complete diagram and write up of each maneuver in each class, they can be found an the NSRCA website at www.nsrca.us. On the menu click "current sequences" Each class including F3A are listed with great detail on each maneuver. Also, if you are interested in trying any or all of the maneuvers, then run don't walk down to the south end of our field and ask any of pattern dudes any questions you might have. We would be delighted to help in any way we can.

I hope this has given a brief insight into the world of competition precision aerobatics. It has a long history in RC modeling and leaves a solid and distinguished legacy. Competition is not for everyone, but learning more about all the facets of our sport is good for all.

Thanks for reading
Have fun

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SPRINGFIELD R/C FLYING CLUB *395

Reminiscing 2012...

With the Field Day having been rained-out, The Annual BCFO Charity Fly was the year's first big event. There were plenty of pilots in the pits to fly, and the youngsters enjoyed the rocket and candy drop through the day. Wes and Bryon really showed those youngsters a great time!! There were plenty



of spectators and participants alike. The weather was kind to us and our donation was, once again, a tribute to the community and the awareness of breast cancer in the area as well as the dedication of the pilots and their desire to serve a good cause.



Family Day

Proved to be a day for all the bi-plane pilots in the club! From elegant classic styles to the sleek, stylish modern models. Although not exclusive, they were a major space-taker that day. Ron Hyde sported his Stearman for its maiden flight. Jason Metivier wowed us with his large-scale Ultimate! A Rhapsody and Reactor were also in attendance as well as various war birds and civilian models. There was good food and great camaraderie for the event while giving the spouses and young'uns time to get acquainted and have fun!



Lucas Oil Float Fly

Got mixed reviews from the pilots and spectators alike. It was scorching hot that day with cross-winds and a number of failed flight attempts. Only a couple of aircraft fatalities were seen and late



evening storms were making the static display difficult to keep under control, but all in all, it was a descent event for our first time at that location.



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SPRINGFIELD R/C FLYING CLUB *395

Fall-Field Day

Was possible with descent weather and a strong need for one major renovation at the field: Power! Thanks to the crew and the right equipment we were done with putting power outlets at the pit fences and shortly thereafter Dennis Mood had our charging tables and benches made, the fridge was all cleaned out and it wasn't long before the amenities were being used! Successful field day!



Military Scale Fly

Was a non-event. Sometimes the director of an event is left incapacitated and there's no stand in designated.



Christmas Party

Rounded out the year. The generosity of David Sleeth, our other gift certificate donors, Meals by Monica and the Springfield Greene County Park Board, the party closed the season with plenty of fellowship, good food and a bit of Christmas fun!

The Boat-house at Springfield Lake makes for a very cozy and comfortable meeting place!



With raffles, achievement awards and the induction of a Life-time Member, Jerry Kutz, the last gathering of 2012 proved to be quite an appropriate ending to an otherwise sketchy flying season. The drought and heat kept the field empty many a day. Let's hope for a more comfortable flying season this year. Happy landings!



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