

Springfield Radio Control Flying Club



AIRMAIL



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AMA CHARTER CLUB 394

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NEXT MEETING

**Thursday
September 7th
The Library Center
4653 S. Campbell
Room B**



Attention:

I would like to thank Barry Harper for all the items he provides me to place in the newsletter. Without his help I would not have much for the newsletter. I would also like to encourage more of you to send me items to include in future newsletters. This is your newsletter so how about sending me something to include.

Dan Copeland



Scenes From The Float Fly More on Page 2

2006 Events Calendar

Sep 9-10	Annual Pattern Contest
Oct 6-8	Annual Heli Fly - CANCELED
Dec 7	Christmas Party



More Scenes From The Float Fly





Dan Copeland's New 4 Star 60



Barry Harper's new Big Extra 300S



Barry Harper's new F-4



Barry Harper's new YAK-54



Hunter Bane with his new 4 Star 60



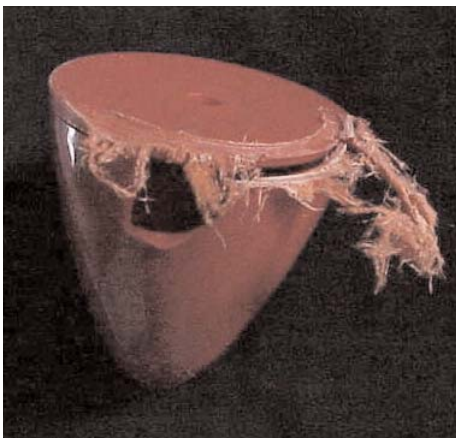
Young pilot - Young spotter - seems right...

**An Ounce
Of Prevention...**

As I started the right engine on my Dual Ace recently, I noticed the spinner wobbling a little. That spinner had had a wobble problem before, but that engine was also vibrating a bit more than normal. Not thinking much about it, I flew anyway only to hear a very strange noise coming from one of the engines. Loose muffler? I thought. It wasn't exactly that sound with which most of us are familiar. Knowing there was some kind of problem, I set the model down. Due to loose engine mounting bolts, the right spinner had come in contact with the nacelle resulting in a melted spinner and spinner back plate. My point: maintenance maintenance maintenance! The signs were there and I ignored them. When something doesn't seem right, it probably isn't. A little investigation can prevent costly repairs or save a model and/or prevent a disaster.

[Sour grapes: I didn't like the red spinners anyway.]

Barry Harper



IN PASSING:

Harold Carol passed away on Saturday, August 19, 2006. He was a man for all ages, a wonderful humanitarian and a faithful member of the Springfield RC Club for the past 4 years. He learned to fly in 2002 under many adverse conditions including rain, wind (in excess of 25 mph), cold, and in between his many mission trips. He loved to fly and lean on the protective fence when his Senior was in the air. He will be missed.



Harold J. Carroll

Harold J. Carroll Harold J. Carroll, 74, of Springfield, born to the late Rollie and Thelma (Parnell) Carroll in Flippin, Arkansas, passed away on Saturday, August 19, 2006. Harold was united in marriage to Ann Flippin and to this union two daughters were born. She preceded him in death on November 5, 1982. He later married Mary E. Blackburn-Wright on August 23, 1986, in Joliet, Illinois. Before retiring in May of 1989, he was employed with Western Union as an Electrical Engineer. He had been a member of Evangel Temple since 1989 and participated on numerous mission trips building churches and school buildings around the world. He belonged to the Black Sheep Flying Club and enjoyed building and flying remote controlled airplanes. Harold was also involved with Habitat for Humanity and received the "Golden Hammer Award". He will be greatly missed by all who knew and loved him. Survivors include his wife of the home, Mary; daughters, Terri Post and husband, Jim, and Yawanna Hamisak and husband, Pat; six grandchildren, Christopher and Andrew Edmondson, Timothy Edmondson and wife, Kristy, Jason, Jessica and Laura Hamisak; two great-grandchildren, Riley and Tyler Edmondson; one sister, Lavonne. He was preceded in death by his parents, first wife, and granddaughter, Melissa Hamisak. Funeral services will be held on Wednesday, August 23, 2006, at Thieme-Shadel Funeral Service at Rivermonte at 10 a.m. The committal service will be held at Fairview Cemetery in Flippin, Arkansas, at 3 p.m. Reverend Charles Arsenault will officiate. Visitation will be from 6 to 8 p.m. tonight, August 22, 2006, at the funeral home, 4500 S. Lone Pine, Springfield, MO 65804. Contributions may be made in Harold's memory to Evangel Temple Building Fund or The Gideon's International. Online condolences may be made at www.thieme-shadel.com.

The Annual Float Fly

was a great success. In spite of higher gasoline prices, there were more registered pilots than last year, and many from afar. Our thanks to Sparky for CDing another good event, providing the retrieval boat and much of the command center equipment. Our special thanks to Justin Heath's wife Janelle who assisted in the pilot registration, to Bryon Scott's wife Betty who assisted in various tasks both days. Thanks again to Bryan and Betty who helped transport some of the equipment Friday, stayed overnight Friday, and helped set up and tear down. A special thanks to Sparky's sister Linda Tuck who helped Sparky with the motor home transport. Thanks to Doug Bennett for securing the food, to cooks Harold Carroll and George Ashley, to Justin Heath assisting in model retrieval, to Ralph Todd

who conducted some "grounds improvement" Friday and assisted in other tasks, to Bob Schwandt and Tim Hankins who made themselves available for whatever needed doing, and to all the others not named here who helped in many of the necessary tasks. Thanks always to David Sleeth who provides support and prizes. Our thanks to all the pilots who adapted well to the limited parking space and tight quarters. A special thanks to Jodie Adams of the City Parks Department for allowing us the use of the area in spite of the recent construction there. Our regrets and condolences to those whose models were excessively hydrated, had an inverted hydrological experience or encountered "sudden intense contact" with the water, the trees, or other firm stationary objects.

FIXING HOLES

Fixing fiberglass cracks or filling holes and missing sections on airplane parts such as cowls is not hard to do. Clean the part well. Patch the area with masking or electrical tape on the outside surface. Cut fiberglass cloth to fit the inside area and a second patch slightly larger to overlap. Coat the inside of the tape with epoxy and layer the patches. When the epoxy cures, remove the tape and the repair will have nearly the shape of the original.

—Ernie Lee via the Web

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