



Next Meeting:

Sept. 4, 2014
7pm

Library Center
S. Campbell Ave.

Next Event:

Club Meeting
Oct. 2, 2014

Library Center
S. Campbell Ave.

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AIRMAIL

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President's Corner

I think the heat has kept everyone at home this month. Fortunately, the next couple of weeks look nice. I'm anxious to get out to the field since it won't be long until winter hits. I still have two airplanes that need to be put together which is just plain sad. Obviously my priorities are all wrong! Of course I use my garage as my workshop and its just no fun to work out there when its 95 degrees. At least that's my excuse for now.

We will be sealing the runway before long. September was our target month and it should be a relatively easy job. This is our last project for the year. We'll talk more about that at the meeting.

The meeting rooms for January thru June have been reserved. It's much easier to do now that we can register via email. No more getting up at 5am to wait in line! The meeting date for January falls on the first this year so our Chili Fly will count as the meeting.

I think that's it for now . . .

See you at the field
Wes "Scott" Parker

August Meeting Minutes

The August meeting was held at the club field with 9 members present. The meeting was called to order at 7:07 p.m. by club President Wes Parker.

The minutes from the July meeting were accepted and passed as published in the newsletter.

Treasurers Report was presented and passed. We have 41 members as of 8/3/14. We need to recruit more members!

Old Business: Float Fly possible date – 2nd weekend in September at Lucas Motor Speedway. The runway needs to be sealed sometime in September, and decided club members will provide the labor.

New Business: The swap meet was discussed. The tentative swap meet date will be January 17, 2015. We are still searching for a location. There was a discussion on having the porta-pots serviced every other month to save money. A cross-club fly with the south field was discussed, no date was set.

Meeting adjourned at 7:48 p.m. and flying and fellowship commenced.

The Editors Note Pad

We are always looking for content for the news letter. If you have an article you would like to share or suggestions please email it to me or Wes.



David Sleeth –Owner

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



SPRINGFIELD R/C FLYING CLUB *395

RC Encounters – Some Disturbing (Sources --- Personal, News & I, WSJ, TV News)

1965 – My flight instructor and I were about 2 mi. short of our Tulsa home field at traffic pattern altitude (800ft) in a Cessna 150 nearing the end of a lesson when he pulled the throttle to idle and said “you Just lost the engine what are you going to do?” From previous lesson flights I knew what response he wanted and expected -the 5 to 10 second cockpit drill that he had drilled into my head many times. I did it and he said “good, but where are you going to put this glider?” I said “the Gluedobbers model field is just off the right wing but it's very busy today so I'd aim for the clear grass area on the far side of their runway. He added power and said “ok let's try for the real airport straight ahead.” When we were about 1/4th mile from our home base airport (“Harvey Young” --- on Tulsa's near east side) we both saw a flying object coming head on at our little Cessna at our altitude. I started a left turn to avoid the object but it was on us before the turn was useful. Luckily it zipped by below us. It all happened too fast to get scared but “slow” enough to somewhat identify. It was a good sized “gas” powered model airplane red colored. Our best guesses: type-high wing cabin, closing speed about 120 mph, vertical separation about 30 ft, wingspan 6—8ft., motor likely big and heavy enough to penetrate the windshield with a direct hit. That thought should give some pause to current full scale pilots sharing airspace with the fast growing number of drones. (Note: our inquiries didn't reveal the source of “the near miss model.”)

Recent FAA News-- rules for drones might be in place near end of year for both flight and other aspects (e.g. Comm vs hobby.) Sharing airspace-- the news says airline pilot reports of drone sightings keep increasing. Also the Canadian equivalent of our FAA reported at an international conference that they had Issued 1000 “commercial licenses” to drone operators.

Unfortunate model sighting. #1 two NYC police helicopters were flying over the Hudson river towards the George Washington Bridge one evening. As they neared the bridge they saw small lights moving around somewhat randomly just above it. When they reached the bridge there was enough light to see that the moving lights were on two RC model aircraft in flight making sudden turns for the jersey shore. The heli pilots followed to the RCs' landing area resulting in ticketing two “RC pilots”. Their further Legal problems weren't reported. #2 A fire retardant bomber barely started its' run over one of the big wild fires in California when it shut the valve and suddenly peeled off turning back. The bomber following got on the radio “hey24x-ray you have A problem?” “We all do! There's a model drone right in our way circling over our fire. We need to return to base until this idiot gets out of here!” #3 A quad crashes into the side of a NYC building and falls down to the sidewalk injuring a pedestrian. (Didn't find any more info on these incidents.)

Unexpected RC flight sightings: #1 my job in Tulsa required visits to distant associated facilities and offices at times. On a trip to an office in west Houston, TX my company business was finished early leaving 6 hrs to catch my flight home. I took a little tour of the Countryside west of Houston before heading to hobby airport. Driving on a country road I came alongside a large retention pond. Part of its structure was a long dam (or dike) about 20 ft higher than the water level. It was parallel to the road with a steady breeze blowing across it as was evident by the young man using the dam to “slope soar” a good sized RC glider back & forth at a good pace. I stopped and watched for a while --- still the only time I've ever seen slope soaring. #2 on a vacation tour of northern England (York-Shire) one day was devoted to driving through English moors such as are subjects in many an England novel. The ones we saw were very lonely, no farm or dwelling structures, sparse vegetation (scattered low shrubs and grass), sometimes a few sheep. Imagine the group's surprise as we cross a slight rise and there is a car parked on the side of the road, leaning against it a man dressed in a straw hat and overalls and--flying an RC plane--over the desolate English moors. Our bus drives on leaving all that peaceful solitude to him.

Bob Thompson AMA 56508