



# AIRMAIL

The Springfield R.C Flying Club Newsletter

[www.springfieldrcclub.org](http://www.springfieldrcclub.org)

Volume 22 Issue 5 **May 2010**

## President's Corner

--Wes Parker

Thanks to everyone who made field maintenance day a success despite the rain! Special thanks goes out to Mark Copeland for heading up the ceiling project and to James Parks and Barry Harper for installing the pavers in front of the shed. Of course we can't forget Bryon "Weenie Man" Scott for buying and cooking the burgers and dogs (the real reason we came out). Cal Adams got stuck cleaning out the fridge and Jerry Kutz did a great job cleaning up the grill. Everyone there chipped in and had a great time. Thanks everyone!

[Photos below]

## Field Maintenance Day

--James Parks

It has been a while since an entry from this member has been submitted, and it is past due time.

I am very proud of the members who involved themselves today, despite the weather. They all did a bang-up job fixing things up... kudos to: Wes Parker for supplying the carpet for the starting stands (and his wife who supplied the delicious baked beans); Barry Harper for his help with the walk and high places; Bryon Scott for doing the awesome grilling; Justin Heath for latrine duty and electrical; Mark Copeland for the ceiling panels and light sockets; Lynn Costello and Larry Thompson for being there anytime someone needed a hand; Cal Adams and Jerry Kutz for the awesome cleaning jobs on the fridge and grill; Butch Scott and Jim Weis for their assistance.

We had a record day of it, getting new carpet on the starting stands, a walk laid in front of the clubhouse, a partial ceiling raised inside it, new light fixtures and an absolute grand cleaning of the fridge and gas grill! The tables cleaned off and the clubhouse floor blown off

good. Thanks guys for all your efforts, and ambition.

There was a lull in the rain, and a few planes hit the skies... what a glorious day at the field!

Things are beginning to level off with dad, and I really appreciate the concerns and condolences offered... thanks to all of you! But with this change, comes the return of the Field Marshal. With the involvement in the Intro Pilot Program, and the novice pilots attending, and hopefully to attend in the future, safety is more and more an issue at the field. This directly relates to Instructors as well as students.

Issues will be focused on as they arise, but in a preventative manner, all pilots should be sure to familiarize themselves with the general rules of the club, as well as the AMA rules, to ensure we have a safe and productive year.

Most prevalent is the issue of the pilot stations, and their corresponding safety line. This safety rule is the most frequently "ignored". When a station is occupied, the area between the fences of that station, and on out to the runway, is sacred ground to that occupying pilot! There should be no one entering this area while the pilot has his aircraft in the air. If a plane has to be retrieved from the runway, that pilot must cross BEHIND the station, not through it. There will be a Safety Area illustration posted in the clubhouse bulletin board showing the areas of concern for the entire field. Study it and remember these areas as you utilize the flying field, and all will be fine. Safety is the top priority of all members!

With the upcoming Military/Jet model day, I am hoping all pilots will adhere to our south boundary no-fly zone. Spring has blessed us with a natural privacy fence, but lord knows the neighbor needs less to call on us. Jets and War birds are a peculiar breed

of aircraft that require more attention in flight, so it would be very easy to over-shoot that line. I trust that we will have no incidents, and wish everyone a great event and happy landings.

### Next club meeting:

**Thursday, May 6, 7 pm**  
Library Center  
S Campbell  
Room B

### Night FLY

**Sat May 1**  
Conditions permitting

### Military & Jet Model Day

**Sat May 8**

### Family Day & Electric Fly

**Sun May 23**

### Flying Alone –

#### suggestion: don't!!

We were taught as children never to swim alone. As adults, some of us were taught never to snow ski alone or to hike alone. For safety reasons, we need to consider to never fly alone. If alone and there is some kind of accident while trying to start an engine, will we be able to get to the cell phone to call someone while trying to apply pressure on the wound? If we're alone, will we be able to open the first aid kit and apply a bandage while trying to stop the bleeding? Think about the potential consequences the next time you decide to fly alone...

## Prop Arc Danger!!!

It has recently observed some pilots are standing in the prop arc while other engines are being started. True, it is the responsibility of the starting pilot to ensure the prop arc is clear of anyone, however, each of us must be aware of the danger of looking on during the starting operation. With the sudden acceleration of the spinner when contact is made with an electric starter, props can slip inside the spinner making contact with the spinner cone. Repeated contact of the prop and spinner in this area weakens the spinner and eventually a plastic spinner will come a part sending sharp pieces .at high velocities in many directions. These pieces have been known to break the skin and/or bruise. Let's make this an accident free flying season!!!!

## Meeting Minutes, April 1, 2010

Meeting was called to order by President Wes Parker with 13 members and one visitor present. Minutes of previous meeting and Treasurer's report were approved as published. **Old Business** –Mowing may begin Friday, April 2. Battlefield Septic to begin service Monday, April 5. It is still too wet to consider new gravel for the driveway. Wes is having trouble finding a suitable place for the planned Static Display. Some potential sites were mentioned. Maybe a better idea is just to have a well advertised Open House

only. Field Maintenance Day: proposed to install chip board in the ceiling of the shed to curb the bird droppings on the tables; Scott Lacey is to take care of the center runway crack; instead of repairing the old glider swings, proposed to acquire benches similar to the one already on site made of composite materials; proposed to move old bleachers to south end "visitor's area"; proposed to investigate sealing entire runway; proposed to investigate cost of new wind sock; proposed to install paving stones in front of the shed; Wes may have old carpeting to recover the starting stand uprights; Out houses to be moved further south to prevent driveway damage by septic service truck. All float fly details are set except a retrieval boat; parking arrangement same as last year. Wes has been in contact with the parks department about the land near Rivercut. They seem to be interested. **New Business:** Wes had a long discussion with AMA about the Intro Pilot Program. Wes enrolled Bryon Scott, James Parks and Barry Harper as official Intro Pilot Instructors. This provides AMA coverage for anyone, AMA or not, to fly under the supervision of one of these designated persons for 60 days. AMA enrollment paperwork required for the "trainee". Dave Sleeth donated a new trainer to be kept by Bryon Scott for training purposes. Tim Weyers, owner of the new Hobby Town in Brentwood Center,

announced he is donating an Aircore trainer to the club for training purposes.



**Harold Jack Durnell** passed away at his home in Springfield, Missouri Monday afternoon, April 12th following a lingering bout with cancer. He was 74 years of age. . He was a member of our club in 2006-2007. He most recently flew electrics at the Soccer Dome.

Funeral services were at Greenlawn North Funeral Home in Springfield on Thursday morning, April 15<sup>th</sup>.



The Clubhouse Walk... the head start paid off, even with the blessings of rain! Barry lugged the stones and removed the excess dirt... filled the ruts nicely.



Team Work!



New Ceiling Panels and light fixtures – sparks flew only once

Tall is handy at times

## Field Rules Versions Discrepancies

When the new Field Marshal took office, it was realized there are three different versions of the field rules floating around. In 2007, considerable meeting time was devoted to going over field rules determining which to keep, which to throw out, and which to modify. Unfortunately, when a final club vote was taken in early 2008, the basis for the vote was not on the 2007 version, but a previous version. A proposed consolidated version is presented here:

## General Rules of the Springfield R/C Club **Proposed 2010**

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1. All pilots must be members of the Academy of Model Aeronautics, AMA. The rules and regulations of the AMA govern the operation of the aircraft flown here.
2. Only AMA legal transmitters are permitted at this field. This does not apply to transmitters operating on ham frequencies.
3. 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. 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. No transmitter is to be turned on without first securing the appropriate frequency pin, **regardless of radio type**. Storing transmitter(s) in the impound box under the pavilion when not in use is optional, but is still a good idea.
4. Consumption of alcoholic beverages while anywhere at the field whether flying or not is prohibited.
5. Flying hours are 9:00 A.M. to 8:00 P.M. with exception of quiet Electrics after 8:00 P.M.
6. Minors (under 16) **must** to be accompanied with a Parent.

### Flight Line and Pit Safety Rules

1. Do not taxi in the pit area (west of 5' high fence) or to the runway between pilot stations. Do not approach the runway with a running model engine between or near occupied pilot stations.
2. Do not fly west of the runway (over pilot stations, or over the pit area).
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.
5. Be sure other pilots and spectators are clear of the propeller arc before starting engines.
6. Full throttle tests of the engines should be done on the flight line. New engine runs or break-ins should be conducted in the grassy area west of the parking area to minimize noise distraction to those who are on the flight line.
7. Announce to those on the flight line intentions to approach the runway (**on the field**) take off (**taking off**) or land (**landing**). When you are clear of the runway announce (**clear**). *When your engine is dead and you are landing announce dead stick (**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 end of the flight line, and the end from which the prevailing wind is blowing. [Do not launch with initial flight path in front of other pilots.]
10. **Do not walk in front of other pilots on the flight line at any time.**
11. Do not fly **beyond our property boundaries – power lines north and south**. [*There is a house in the woods to the **northeast** of the runway, so avoid flying over the woods to the east.*]
12. Each pilot **must** use the stations that have been positioned between the protective fences on the flight line. Only 3 model aircraft are allowed in the air at any time with the exception of a fourth being a glider.

## 2010 Club Officers

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