



# The Fliteline...Newsletter of the Screaming Eagles R/C Club, Inc.

January 2003

## Prez Sez....Bob Groves

First, I want to thank the really large and enthusiastic crowd we had at the January membership meeting. I appreciate that so many came out and appeared to enjoy the activities. It went a little late, and we will try to do better in the future. It was more than special to me that **Gene Duke**, our beloved "**Raffle Dude**" is feeling better and has returned to his gambling czar duties. Same for **Jim Johnson** and **Bruce Shelley**...glad to have you guys back! Also, if you have a chance, check out <http://members.iquest.net/~gene28>, Raffle Dude's website.

If that was the highlight of the meeting for me, then the lowlight was my inept distribution of the certificates and awards. Really smooth, SOB, you yo-yo! I believe in the honor and respect the certificates represent, and in the future, I WILL be smoother, or we will let **Jim Anderson** earn his big VP salary. Now, on to more serious matters...

You go to the doctor and complain about stomach pain and the doc, after examination, explains that you have an ulcer and surgery is in order. You go ahead and have the surgery, but shortly thereafter, the pain returns and you go through the same process all over again. The old-fashioned way of treating ulcers demonstrates that if you merely treat symptoms of a problem (i.e., stomach pain), and not the problem directly, the symptoms will keep reappearing indicating that the original problem has not been resolved. (They are still arguing over whether the root cause of ulcers is stress or intestinal bacteria.) The operative words here are "root cause", which we will get back to a little later in this piece.

What does this have to do with our club, you ask?. Well, our club seems to be suffering from several "symptoms", none of which appear life threatening, but they have become a pain in the (expletive deleted) to a number of our membership.

These symptoms include the forming of "us vs. them" cliques along with a poor record of retaining new members as well as experienced members in the club. Moreover, people are trying to learn to fly or progress through the proficiency levels in the face of a disorganized and apathetic instruction program. We have dwindling cash reserves, deteriorating club physical facilities, limited opportunities for club flying and social events and activities, and...GASP!...the word on the street is that we, as a club, are a bunch of (expletive deleted) holes.

Wow! That is quite an indictment, isn't it? And to be honest, we must admit that, to some degree, there is some truth here. The good news is that these things are merely symptoms. "Good news!?" You exclaim, "If that's good news, I would hate to hear the bad news!" Hey! You don't have to shout, I get your point. A symptom actually

inflicts pain, right? Well, as Billy C used to say, "I feel your pain". ☺

Take heart neighbors, ol' Doc Groves and the club's leadership team are already jumping on and attempting to address the root causes of the concerns pointed out to us by our membership. (By the way, I love your e-mails, but I would prefer that the adjectives used to describe my person be more descriptive and less repetitive. Gosh, there just isn't that many new ways to call me a [expletive deleted] head. Let's see, back on message...oh yeah...symptom removal, a.k.a., problem solving.

Step one calls for laying out some issue resolving goals for this year. Once these goals are achieved, then we will suffer from the above-mentioned maladies to a much lesser degree. Notice that I am reticent to say that all our perceived problems are history. Nope, I have been in this club too long to make that mistake. People will be people and this club will always have a few folks that can't get and stay with any program that isn't their own. They simply don't play well with others. We will just have to deal with them individually, if they start to spoil it for the rest of us. Did I mention that I know a guy who knows a guy who once talked to Tony Soprano, who we would call on if knees needed breaking or arms twisted? Yeah? Ok, well, there I go again...let's get back on message...

As you can guess, achieving these goals is a tall order and not something the elected officials can do on their own. It is going to have to be a club effort. The leadership must come from the officers, but the actions depend on you, the member.

**Management Goal No. 1 - "Develop the administrative procedures of the club to ensure: (a.) All annual not-for-profit corporate responsibilities with governmental agencies are met; (b.) Meeting AMA's requirements for a charter club including annual renewal of the charter, insurance for the PJCF, safety enforcement, etc.; (c.) Adherence to the club's constitution, by-laws, rules, and regulations; (d.) effective corporate business practices including sound fiscal responsibility and budget processes".**

Goal one is easy! It just requires good business practices and procedures by the officers, who must pay attention to the details. Simple things like keeping an up-to-date roster, fiscal responsibility, and meeting the organizational requirements of the Club. Things that you, as a member in good standing of the club, have a right to expect.

**Management Goal No. 2 - "Protect an enhance the Club's substantial investment in all physical assets: (a.) Including the flying field, grounds, and facilities through routine and emergency physical maintenance**



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**and repair; and (b.) General grounds maintenance including dumpster and restroom upkeep".**

Leadership for Goal two is in good hands, and I don't mean AllState, I mean Field Marshall **Joe Wilkins** and his band of merry men a.k.a. field committee members. (The title "Field Marshall" replaces Committee Chairmen at the direction of AMA) Members of this committee so far include **Jim Bailey, Bill Black, Andy Clark, Bryan Ruberson, and John Walters.**

If your talents and desires can benefit this committee, please call Joe and sign up. While no one committee is more important than another, this committee has a huge impact on the condition of our flying field and all its stuff and things. Joe and his team have a great plan for the field this year. Be sure and attend the meeting on February 3<sup>rd</sup> to learn more. I guarantee it is a good plan, one you will appreciate as the flying seasons come and go.

**Management Goal No. 3 - "Improving the Club's flight proficiency and safely levels by: (a.) following the club proficiency levels program; (b.) enforcing field regulations and rules with emphasis on frequency management; (c.) providing regular multi-level flight training from beginner to advanced competition level aerobatics".**

Leadership for Goal three brings yet another title dictated by AMA and anoints the leader of the Safety and Instruction Committee as the club "Safety Officer". No change in duties from what our "Chairman" was responsible for in the past, so our expectations for this committee have not changed. As you are aware, this year's S & I leader is **Mika Woodward.** (Second best club Pilot ☺)

All Authorized Club Instructors are members of this committee by default, but the current list of active members so far are **Bill Black, Joe Ffye, Tim Mills, Mike Karnes and Kevin Riley.** (If you are not aware, all elected officials are ex officio members of all committees and our names are elsewhere in this newsletter. Elected officials holding instructor ratings include **Dave Bloomer, Doug Fish, Bob Groves, Eric Hurst and Jim Lutes.**) This committee has an aggressive program for meeting its goals and objectives, which range from rule enforcement to flight and ground instruction. Go Team!

**Management Goal No. 4 - "Enhance the social infrastructure of the club by: (a.) Cultivation of new members in terms of fellowship, and involvement in club activities; (b.) Encouraging all members to participate in at least one committee; and (c.) Offering regular social opportunities for the general membership".**

A leader for Goal four has not yet stepped forward. If you have flair with people and like social interaction on a grand scale, please, SIGN UP TODAY!

(High pay, short hours, with a big bonus will be your reward, plus you will be beloved ☺)

**Management Goal No. 5 - "Maintain and enhance the club's relationship with the Plainfield Juvenile Correctional Facility by: (a.) Maintaining or increasing the annual Christmas donation; (b.) providing the annual flying program; (c.) encouraging the membership to assist with other PJCF programs and activities".**

**Danny Winship** is our Boys School Chairman (now known as PJCF Committee to the new folks). Dan is well equipped and experienced in youth programs, besides being a premier modeler and craftsman. So far, he has enlisted the able help of **Steve and Cris Ragsdale and Ron Richardson** for his committee. Of course, more are needed regardless of flying skills or tenure in the hobby. Being a "good human being" is the major requisite! Go ahead and give Danny a call.

Well there, you have it in a nutshell. Remember that all these efforts are a work in progress, and the more members who pile on, the better it will be for everyone. As Dale Carnegie taught..."To have a friend, be a friend". ☺



## Membership Cards

Everyone who has paid their 2003 dues should have by now received the new and improved laminated membership card. Note that the card has your AMA number, type of membership (Senior, Family, or Junior), and proficiency level. Please look them over carefully and if there are errors, please let Bob Groves know so a



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replacement can be made. There are several reasons and benefits to the new cards, but the three major benefits are: 1) Ensuring current club and AMA membership; 2) Identifying the proficiency level of flyers allowing instructors to focus on level 1 and 2 flyers to help them as needed; 3) To quickly identify club and/or AMA non-members who are attempting to fly at the field illicitly.

## Constitution, By-Laws, Rules, and Regulations

These items were discussed at the executive committee meeting on January 20<sup>th</sup>. It was concluded that the club should either follow them or change them, but should not ignore them.

In the change category, the offices of club secretary and club treasurer really need modifying. Right now the club secretary merely keeps minutes of meetings and handles correspondence, while the club treasurer gets stuck with everything else. Some things are not spelled out, like maintaining an up-to-date roster, are not specifically assigned. A subcommittee of **David Bloomer** and **Andy Clark** has been tasked with rewriting the descriptions for board and membership approval. They both are former, very good, club secretaries in past years and we want to tap their experience and knowledge. When completed, it will be presented to the board, published in the newsletter, and then voted on by the membership at a regular meeting, which is per the constitution on making changes to these important documents.

In the enforce or change category are the "Frequency Rules" published with the constitution and by-laws. Specifically, there are three rules, (numbers 1, 2, and 5), that have been ignored by many the past few seasons. We are going to enforce them this year, or until such time as the general membership votes to change them, which we do not anticipate. These targeted rules are provided below so everyone has a heads-up and won't be embarrassed at the field by failing to meet these requirements.

**Frequency Rule No. 1:** "No transmitter may be turned "on" without personal possession of the frequency pin clipped to the antenna". (Note, this rule will be considered met if the pin is clipped to the transmitter somewhere in plain sight. Clipped to your shirt, hat, pants, or on your flight box or in your vehicle DOES NOT satisfy this rule.)

**Frequency Rule No. 2:** "Each flyer must furnish their own pin bearing a reasonable facsimile of their current Screaming Eagles club card and their current AMA card to replace the frequency pin on the frequency control board." (Note, this means if you take more than one pin, you will need a set of membership cards for each pin taken...again, the cards may be reasonable facsimiles, i.e., copies.

**Frequency Rule No. 5:** "All transmitters must be equipped with the appropriate channel number indicator and appropriate frequency flag attached to the antenna in accordance with AMA regulations." (Note, red flags for regular air frequencies and black flags for the F.C.C. regulated hams amongst us.)

## Member and Guest Flying

Everyone should keep in mind that to fly at our field a person must, (first, foremost, and in all cases) be a member-in-good-standing of AMA...then in addition to meeting that criteria, a person must be a member-in-good-standing of the Screaming Eagles R/C Club, Inc., or be a guest of a member-in-good-standing of the Screaming Eagles R/C Club, Inc., who is present at the field while that person is flying. A member-in-good-standing is one whose dues are current and has had no restrictions placed on their field activities by the executive committee. (Reference General Club Rules No's 2 and 3). Many people think because we are on State owned property, that the public has a right to access and use the field. Not true, we are on restricted State property controlled by the Indiana Department of Correction, who has granted our club access and use subject to our AMA charter requirements. It all has to do with liability insurance, folks. We just have to live with it, or find another field or hobby.

## Membership Roster

Jim and Esther Anderson have been working their buns off trying to hit a moving target, that is, update a roster that is so non-current that it takes a lot of time and effort to correct. Daily, they seem to receive "new, updated" information on our membership. It is a huge spreadsheet with a lot of information that provides the source and control document for producing the roster you are used to seeing. Anyway, please keep on using the December 31, 2002 roster that was available at the January meeting for now. A finally updated roster will be available by the end of the first quarter or late March, if you prefer. Also, as you see in this newsletter, new members are profiled so you will have their contact info from here.

SOB



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## New Applications for Senior Membership

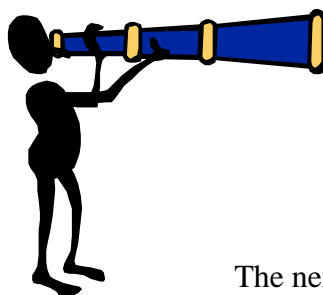
**John O. Walters (Patsy)**  
 12635 Louis Drive  
 Camby, IN 46113  
 H-834-6614 W-486-2708  
 AMA 757652 Mode 2, Level 2  
 (No email)



John works for Heritage as a Lab Tech. His sponsor is Doug Fish and his instructor for solo was Bill Black. Those attending the club meeting on January 6<sup>th</sup> will remember John as one of the stars in the slide show. He has the dubious and costly honor of being the first to crash in 2003. He seems to play well with others and is friendly enough, plus he does not seem prone to biting or kicking. His best endorsement however, is that he took his airplane re-kitting with reasonably good humor and aplomb. The downside to his personality is he took blame for the crash, instead of blaming a radio hit, sun spots, wind shear, or someone else. A flawed personality, perhaps? Naw...a good guy, who we will vote on at the next meeting.

**Bill G. Gentry (Jan)**  
 AMA 760895 (exp. 12/31/03)  
 5232 W. Penway Street  
 Indianapolis, IN 46224  
 H-317-299-7434 W-  
 Mode 2 – Level 1  
 Years in Hobby: New  
 Committee Preference:  
 Note: Was in hobby 1964-1968

**Bryan G. Ruberson (Shirley)**  
 AMA 306481 (exp. 12/31/03)  
 7944 Thornberry Court  
 Avon, IN 461 23  
 H-317-272-0642 W- “Retired”  
 Email bruberson@aol.com  
 DOB-1940  
 Mode 1 – Level “Pending”  
 Years in Hobby: 30  
 Committee Preference: Field Facilities  
 Note: Keith Ruberson’s father.



## Meeting Notice

The next membership meeting is  
 7:30 P.M., Monday, February 3, 2003

Airport Days Inn  
 Indianapolis, Indiana

If you missed the January meeting...your loss.

If you miss the February  
 meeting...our loss...

this will NOT be tolerated!

Your choice...bring a beautiful  
 woman OR

a show and tell and get a free raffle ticket and  
 the eternal gratitude of the elderly president.  
 Two additional free tickets for a Viagra pill.



**This Guy can fly a helicopter like you ain't  
 never seen before!!! Maybe we can convince him to  
 Come to the field more often!!!!**



# Carburetor Adjusting 101 By Tim Mills

Here's a scenario: Pilot takes off, plane's engine sounds great. After several minutes of flying, engine seems to lose power, sounds kinda "thin", pilot keeps flying. Engine continues to sag, now full throttle is very weak, pilot now understands that maybe this isn't gonna clear up. Engine dies (what a shock!), pilot calls for deadstick landing overshoots, tears off landing gear, etc. Never seen this at your field, right?

Here's the way that \*I\* set mixture on non-airbleed carbed engines (90% of the engines out there fit this category, but the theory is similar for air-bleed carbs). First of all, understand that the high speed needle has its main effect from 3/4 to full throttle, and the low speed needle controls everything from idle up to 3/4 throttle. It thus makes sense to me to spend the biggest majority of my tuning time adjusting the needle that controls the largest portion of engine running, right? Also, remember that there is a proper air to fuel ratio (mixture) that allows the engine to run properly. Too much fuel is rich, and too little fuel is lean. We "richen" the mixture by adding more fuel (turning the needle out, or counter-clockwise), and we "lean the mixture out" by decreasing the fuel (turning the needle valve in, or clockwise).

I start the engine give it full throttle, and lean it to it's highest rpm (peak), then richen it by maybe a quarter turn. Then with the glow plug igniter still attached, I slowly close the throttle to an idle rpm. At the lowest rpm that the engine will still reliably run, I then remove the glow igniter. If the engine dies immediately, I know it's too rich, and I then lean out the LOW SPEED NEEDLE by 1/8th of a turn (don't touch the high speed needle). Start the engine again, (and this is important) give FULL throttle briefly to clear out excess fuel, then slowly close the throttle again. Remove the glow igniter, and this time it may run a little longer before it dies, so lean the low speed another 1/8th turn. Re-fire the engine, give a burst of full throttle to clear it out, and slowly close the throttle again. Remove the glow igniter and now notice that the rpm DROPPED a bit when you

removed the glow igniter, but the engine kept running. We're getting there. It's still too rich, and you'll prove that by opening up the throttle and hearing the engine "blubber" then die. That's because excess fuel has collected in the crankcase during the rich idle, and when you opened up the throttle, the excess was pulled into the cylinder, making it WAY too rich. Supposed you were on a landing approach, and decided to go around, you throttle up but the engine "blubbers" and then dies (another thing we haven't seen, right?). Yep, the LOW SPEED needle was still too rich, allowing excess fuel to collect in the crankcase, just WAITING on you to try to go around so it could "LOAD UP", blubber, and die!

Keep leaning the low speed needle down until it idles well, but now, when you open up the throttle, it HESITATES instead of BLUBBERS. When this happens, you've leaned it down too far, so richen it up 1/16th of a turn and try again. You know you've got the LOW SPEED needle right when you can fire it up, remove the glow igniter, and the rpm doesn't change AT ALL, and you can open the throttle up, and it doesn't blubber or hesitate, it just runs!

The final thing you do is re-adjust the HIGH SPEED NEEDLE, leaning it to it's highest rpm (peak) and then richening it up maybe 1/8th turn to give it a slightly rich mixture. We also know that the fuel mixture will change in flight when you point the nose up (harder for fuel to travel uphill) and also as the fuel level in the tank changes. In both cases, a leaner mixture results, so we actually need to set the mixture a bit further on the rich side to account for this. While the engine is running at full throttle, CAREFULLY pick the model up and raise the nose to at least a 45-degree angle while listening to the engine. If the engine sags a bit, then you'll need to richen up the high speed needle 1/16th turn. Try it again, and when you can point the nose up and the engine doesn't sag, but maybe shows a slight GAIN in rpm, you know you've got it right.

Now the engine will be happy, and chances are will reward you with reliable running. If you've got one of the few engines with an air bleed adjustment for low speed adjustment, the theory is the same, just refer to your manual to see how to richen and lean the low speed mixture. Gotta go rest my typing fingers!  
Tim



# ZOOMING

by Mika Woodard

This months topic

**FLYING at FULL THROTTLE** Why is this done ? Is the transmitter broke - did you plug it in the wrong channel or do you just like going fast ? This is one of the skills that needs to be worked on the most with several r/c pilots, unless your flying a racer or control line because they are the only ones that I know of that don't use throttle control.

Using the speed control stick is the most important of all for several reasons. Slowing the plane down gives you more time to react if something goes wrong. I can't tell you the number of times I've seen a pilot get into trouble because of too much speed. The main problem is disorientation, it's going fast -you take your eyes off it for a second next thing you know the plane has flown so far away you can't tell what you need to do! Then you end up wasting time trying to recover from looping - then darn it went upside down I think, you pull on the elevator - that was the wrong thing to do now it's heading for the ground! What do I do now? WACK in the DIRT! Start walking you fool! You're the one that had to fly fast and far away!

Another reason to learn and Fly slower is because it saves alot of wear and tear on the airframe. I can't tell you again how many times I've seen this happen! I see r/c pilots (or should I say PILE IT) all the time ripping across the sky and all of a sudden the plane EXPLODES!

Why dose it EXPLODE? Because of poor maintenance - bad aileron hinges - bad rudder hinges - bad elevator hinges and gaps not sealed. Your flying so stinking fast and the engine is screaming its guts out you can't her the flutter that is ripping the control surface apart. Then you can't understand what happened! WACK! Get your boots on cause you're going for another walk!

I have one more item then I'll stop crying! **FULL THROTTLE AEROBATICS.** Yep that's it here we go again. Loops as fast as you can go - diving to the ground full power you haul on the stick and either WACK the wing snaps in half or he plane flips on it's back! Why did it go on it's back? That's the easy question it's called a High Speed Stall.

But then you say I was flying fast. Yes you were, but when you pulled on he Elevator you put the plane in a high-alpha mode, and put the bottom of the wing flat to the direction of flight(stall), so the plane dose a flip and before you know it your struggling with recovery and now you have the wing stalled again, it's getting closer to the ground, here we go again, WACK! So keep those BOOTS handy cause your walking again!

The next time you r/c'rs are out there and I'm flying my JETS (I fly one 99% of the time I go there - more than anyone else) listen to the motor run in flight. If I pull a turn to tight you can hear the motor rev-up because I stalled the fan. What happens is that in a tight turn the jet goes flat to the path of flight and it shuts off the air to the intakes then the fan cavities, it gets no traction so the blades unload and the motor revs up.

The same thing happens to airplanes but it stalls the wing instead. You end up putting the wing flat to the flight path. So yes it can happen fast or slow. In Scale Aerobatics we do this and call it a snap roll, but we are in control of the plane, we MADE it do it all is fine then.

So start working on flying a little bit slower, start using the speed control stick on that transmitter. In the long run it will save you wear and tear on your plane and your boots unless you like taking Nature Walks.

Rubber Up Rudder Down  
Mika

## ? You're Late!!

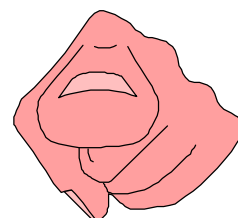


For what you say? Well if you haven't sent in your AMA membership or your club dues, yes you're late! Don't be a lump!

Send in those dues and don't miss

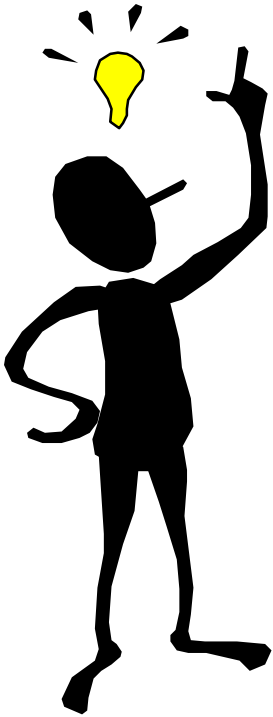
out on the great year that this club is going to have!

Walt





# The Show Continues!!



For another year that great club in Toledo brings us another repeat of the great "Weak Signals Toledo Show" This is the 49<sup>th</sup> annual show on **April 4, 5, and 6<sup>th</sup>** at the SeaGate Centre in Toledo Ohio. Can you imagine 49 years of holding the same event and still packing the house for 3 days straight? Yes, I and several of the other members, well most members I think, have been more than once to this event. Every year that I have gone, it has been a packed house! Get there early before the doors open, get your

tickets and stand in that line(it moves really fast!) for when the doors open, it is a mad rush! Not only to see new and exciting bits that the vendors have come out with that you have only heard circulating rumors about, but also a lot of what you might have seen released and now you can touch and feel. Oh yes, take that wad, and don't forget the card either! As they are selling it all and taking orders for what they run out of. Just about anything pertaining to RC Airplanes is there with some other parts of the hobby mixed in to give your brain a rest from the sudden overload of being surrounded by TOYS! Not only is there the endless excitement of what to spend your money on, but also all kinds of workshops and lectures, they even have competition, and there IS some very stiff competition! Upstairs, (yes this is all taking place on the main floor) is the "Swap Shop", have a walk through here, there are all sorts of things to look at and 'bargain' for, old and new alike. Last year when Maggie and I attended, I was talking to some guys at the show and they told me about an indoor electric fly-in that evening (it was on Saturday) a few miles outside of Toledo, so we went to that for evening entertainment. It is amazing how that facet of the hobby has changed in the last year. So, This is an event you don't want to miss, it will also take up a weekend during our Indiana winter,

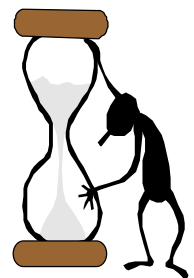
hey, think about it, you could take your better half, get a hotel room and spend a weekend away! There are lots of accommodations there, go do the show, dinner in the evening, hey, sounds great to me! For those of you that can get online, the site is <http://www.toledoshow.com>. For the rest of you that can't, have a friend print it out for you so you'll be in the know too!!!

We will see you there!!!

Walt



## Remember!! This Year is **THE** 100th Year Anniversary **FLIGHT**



Full scale shows in the area will be worth going to!!

### April

12 Thunder over Louisville - full scale

### May

4-5 Clinton IN - IMAC scale aerobatics

24-25 Elwood IN - Giant scale

### July

All month Nationals at Munci IN AMA Hq.

5 Pams Place Eminence IN - full & r/c

5-6 Kokomo IN - r/c Giant scale

11-13 Terre Haute IN - full scale

17-20 Dayton OH - full scale ( 4 days )

26-27 Clinton IN - IMAC r/c scale aerobatics

26-27 Grissom AFB - Full scale

29-Aug-4 Oshkosh - EAA full scale

### Sept

Labor Day Weekend -

Dayton Air Force Museum

r/c giant scale

12-14 Mount Comfort IN - full scale,

Cincinnati OH Gyronuts fly in rc/ gyros

19-21 Springfield IL - full scale

27-28 Rantoul IL - IMAC r/c scale aerobatics

Mika



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# Why ?

By Walt Graves

Why, wow what a question! Well in this case probably a lot of folks ask why would you want to hold an office in the club or in this case, do the news letter? Helping, that is what it's all about. Several people asked our now SOB President if he would be interested in taking that office again this year, as I understand it, the answer was hell no! But after some thought, he just couldn't stand missing out on all the publicity and being the center of ehum., attention? Well, behind wanting to be in the middle of things, he wanted also to help the club, knowing the history behind it and wanting to keep this club and flying site going. I for one am very glad he did.

In my case however, when one thinks about it for really not too long, they would ask, why would you ever "volunteer" to do the newsletter!? Did you fall and hit your head!?! Well I have been accused of fitting that description quite often, so that statement is old hat to me! You'll have to do much better than that to insult me! Getting back to that all powerful word "why"?, well like Bob and the others that are your club officials I thought it was time that I helped the club out. I have been a member of the Screaming Eagles for about 6 or 7 years, and in that time, I have had several people spend a lot of their time with me trying to teach me how to fly one of those silly machines. They gave their time to me, they didn't have to, but they did it and we had fun. Also in these past years, I have made new friends, lost a really good friend and had some acquaintances also. I have spent time at the field, flying, socializing a lot, and helping out on a few occasions with flyins and various other events. I have been from very active to only seeing the field two times during the whole year and those were on the way to the airport to catch a flight out of town for work. Getting back to that word "why" again, well have you been reading here? Thought about anything that you have read? I figured doing the newsletter was a way that I could help the club a bit, and give back some of what I have received through the years. Since I work with these silly machines they call computers and yes I set down

in front of mine at home almost every night of the week, so why not do the news letter? So now you know "why" I am the news letter editor now. I hope I can continue to publish an interesting and informative issue every month for all of you members and friends. No I cannot do it alone, I really need your help! So, write something! If you can fly an RC plane, I'm sure you could figure out something to write for Your newsletter. Crank it out, no matter how big or small, send it to me through email if you have it or snail mail, or just put it in my hand when you see me. Who knows, you might actually like writing something! So give it a try! Enough here, keep it in the air, and yes, remember, 3 mistakes high!

Walt



## And....

Yes, just a few more words! I wanted to thank all that have contributed to this copy of our newsletter, without them, it would have been really slim! You would only have had a few 'screen beans' and probably not even this much rambling from your editor...

Walt



Recognize anyone in this shot? Last meeting was almost standing room only!!!! Don't miss the February meeting!!!!



## HOW DO YOU FIELD ABOUT THAT?

By Joe Wilkins

Greetings from the frozen city of Camby, Indiana. My name is Joe Wilkins and I have taken on the field committee responsibilities for the 2003 season. It's hard to believe that there are actually people that flew on January 1st. And they do it **every year**. What's up with that? I must admit that most of us fair weather fliers can't really appreciate the thrill of "flying and freezing", but we salute you anyway. I can't begin to imagine what an extra or a pitts or a thunderbolt would look like on skis. "To thyn own be true." Some famous person said something like that. But, I'm sure he didn't fly R/C or live in Indiana.

I would like to state for the record that I believe the current club leadership has started this year with their sights set on many improvements in many areas. My job with this letter is to bring you up to speed on the condition of the field itself. Those of you that are homeowners would agree with me that if you don't keep up on things, meaning repairing and replacing, your home will slowly but surely deteriorate. And if left completely unattended will eventually return to nature. Our field surface is slowly and surely doing the same. If we don't take measures to recapture what we previously had, Mother Nature will continue her reclamation process. Have you ever seen truly "bare" ground in the state of Indiana over any period of time? Any farmer will tell you, if left unplanted, all fields in a matter of just a few years, will be covered with some sort of vegetation. That vegetation will probably be something less than desirable. This is the situation our present field is in. Because we have not introduced the desired seed, **grass**, to produce the desired vegetation, **grass**, Mother Nature has given us years and years of undesirable vegetation. Yep you guessed it, **weeds**. The executive committee discussed this problem and is considering a reconstruction plan to deal with it. If you have any input that may help, make sure you get to the meeting in February. If you can't make it ask your proxy to represent you.

Let's face it folks without a field why do we show up? Without the field, we have no reason even to exist as a club. Now you hangar jockey's may

disagree with me, but the active flyers have to admit that without a place to take off from and land on we might as well take up "prisoner watching" out there. Let me step back a bit and give you some background on myself, and my experience as a modeler. I stated flying R/C in 1967. No, I never flew controline. I have flown trainers, pattern, pylon racers, ducted fans, and have flown exclusively giant scale for the last 20 years. I have flown at fields from San Francisco, CA to Buffalo, NY. and from Traverse City, MI to Geenwood, MS. I have seen some of the best of the best and the worse of the worse. Our field is good, but it could be better. I strongly believe that with the cooperation of the full club membership we could reverse years of neglect. I have explained to the six members who have graciously agreed to server on the committee with me, that the six of us can't do it alone. We will be contacting each member to keep everyone abreast of the field days as they come up. We will give you plenty of time to schedule the workday on your calendars. Ladies and gentlemen what I am trying to say is simply this. **Our field is our responsibility.** If you are a member of this club, and if you make one take off from the Screaming Eagle's field, you are responsible for the upkeep of the facilities.

We have plenty of talented and skilled craftsmen in our club, and I would like to utilize those skills if possible. Skills like, but not limited to, building framers, carpenters, trim carpenters, painters, roofers, diggers, trenchers, sign makers, typists. We would like to make our facility as fine as we all know it can be. If you can help, we can use you. You won't know the full joy of being a part of this club until you take "ownership" in its operation and development. We can take a good flying site and make it a great one.

Later, Joe



**Hey,,** Don't forget to come to the meeting Monday Night!!!! What else you got to do????!! You might miss something!!!