



## President's Report

### Proficiency Levels Program

We seem to be closing in on getting the levels program up-to-date with the roster. If you think you are incorrectly classified, please let Mika Woodward and/or Bob Groves know. In the meantime, levels 1, 2, and 3 will no longer be shown on the membership card. The instructor rating will continue to be shown on the cards to help folks needing help to identify instructors who may be at the field.



### Field Signs

Once again some of our members have stepped up to the plate and hit a home run by providing new field signage. Thanks for the special efforts of Andy Clark and Joe Wilkins in the fabrication of signs and a special thanks to Doug Fish and his company for the lettering and installation of our new field signs.



They worked together as a great team and the results are hanging (and sitting) at the field. Thanks fellas!

By the way, as you drive into the field and view the broad expanse of the north side of the barn, did it ever strike you that a billboard type mural proclaiming the home field of the Screaming Eagles R/C Club, (and a huge picture of the current president ☺) would be very striking? Seriously, if you have some thoughts on accomplishing it, please let us know...even if your thoughts do not include the aforementioned photograph of such a fine human being and locally acclaimed celebrity☺

### Pit Parking Courtesy

Have you pulled into the parking lot during a busy weekend day and noticed that vehicles have backed in haphazardly taking up more than one pit parking space? Aggravating, ain't it! Each post with a hold down represents a "pit space"...Pit parkers should center their vehicle on a single post and align with other



vehicles. As the weather gets better and the crowds get bigger, some common courtesy to our fellow flyers will be appreciated. Those that feel they need more space and want to spread out should consider going to the east end grass pits...more room there for all day "camping". If you have multiple aircraft, then consider setting them on the south grass edge of the pit pavement adjacent to your pit and keep only your active airplane at the tie down post. Giant scale flyers should be especially aware of the space they take up.

### Spectator Parking



Even with our new signs directing otherwise, spectators pulling into the pit parking places will continue to be an ongoing problem at times. Of course, these times will be during high activity periods like on weekends, when the wind is light and out of the west. (Seems many flyers don't show up much when the wind is out of any other direction...hmmm?...wonder why?)

Anyway, we all need to be aware of the problem (i.e., it blocks flyers from pit access), and when the field is busy, (in a nice way, please), ask spectators to park on the north side of the lot and come sit on our comfortable benches and spectate all they like. It really is something we all need to do and not just hope someone else will speak up.

### Spectator Area Encroachment

Many are not aware that our field was laid out according to AMA specifications, which require that spectators be kept 65 feet from the edge of the runway. This 65 foot demarcation line is the white tie down posts on the north edge of the paved pit area. The gravel area between the north edge of the pits and parking barriers is officially called the "spectator area". (Parking requires a minimum of 80 feet from the north edge of the runway.) Due to AMA insurance requirements, spectators are required to remain north of the white posts, and there are a couple of small signs telling them to do so.



"So what's the problem", you ask? Well, over the



years picnic tables and cable spools have migrated into the spectator area, which make it



difficult to walk from one end of the spectator area to the other.

Especially when some flyers back their vehicles against the tie bumpers with their beds and tailgates hanging over into the spectator area. Then you wind up with a situation where folks walking east to west and vice versa either step into the pit area or the parking area because the spectator area has become merely an extension of the pit area.

We have become accustomed to the picnic tables and cable spools being where they are, but if our flyers would be a little more courteous and not back in so far into the spectator area, then east/west travel becomes much easier.

Everyone, including pilots going to the frequency board, must traverse back and forth, and without vehicles protruding into the spectator area, there is room to walk along the north edge of the spectator area without having to travel the pits or parking lot.

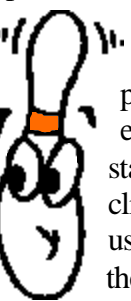


It would help if we all can be a little more aware of and courteous to our flying field companions and not back in so tight to the spectator area. So

please, stop with your tires about 8 feet from the bumpers. You then will have room to put your equipment and stuff behind your vehicle and not be an impediment to expeditious foot traffic ☺

### Frequency Pins

By using a combination of our old frequency pins and our newer ones, we once again have a full set of pins on the board. How long that situation will last



is anyone's guess. Seems to me we need to think about getting new pins and perhaps making some changes. For

example, pins that are brightly colored may stand out and be more readily identifiable clipped to our transmitters. Might also help us see them better when we need to put them back on the board *before* leaving the field ☺ If you would like to be involved in

this, please let me know.

### Guest Frequency Board Pins

There are now "Guest" pins on the board to use for your guests to clip their AMA card to the board

when they take a frequency pin.

### Boy's School Flying Program

I attended the first day of the club's Boy's School flying program on June 3<sup>rd</sup>, and I am here to tell you that we



have several hardworking and dedicated committee staff providing this program on behalf of our club. On that particularly cold, breezy, dark, and dank evening, Doug Fish, Ron Richardson, Damon Beals, Cris Ragsdale, and Steve Ragsdale made sure each boy had an introductory ground school, two turns at flying, and soda pop refreshments in spite of the meteorological conditions.

A new process was initiated that evening...each boy was given a certificate of flight signed by all the evening's instructors and coaches. It appears to have gone over very well. It gives the boys something positive to take away as a memento of their experience with our club.

Over the years we have had many club members dedicated to this program. For example, Steve and Cris Ragsdale have been involved with the program since it started in 1983. The program started with control-line models and was later transitioned over to R/C models. Initially and for several years, the R/C program was flown on mode-one. Urban legend has it that the Ragsdales, and their fellow mode-one compatriots, crashed not one single club plane during their tenure. A record worthy of being acknowledged, if true ☺

Indeed, we do owe a debt of thanks to our current Boy's School committee members. This is an important program that contributes to our current excellent relationship with the Plainfield Juvenile Correction Facility.

So, hey...stop out at the field on a Tuesday evening around 5:30 and watch and/or assist with the program. You don't have to be an instructor to coach or assist...if you can pour @Pepsi, your help will be appreciated. There is a lot to do in the short



time they are there, e.g., keeping two planes flying and all the boys engaged. This requires coordination and help. So stop by and give a hand. You will enjoy it, I promise.



## Pilot Certificate Update Available

We have been issuing pilot certificates with blank gold seals since January. Well, thanks to our beloved, and sometimes tight-assed treasurer, Denny Anderson, we now have an embossing tool that beautifully embosses the seals for the certificates ☺ This means the new embossed seals will be attached to the new certificates issued this year. Furthermore, you can get an embossed seal to update yours. Just stick the new seal on your certificate over the blank gold seal. See Bob Groves or Dennis Anderson to get a new seal for your certificates.

## Parting thoughts

Please keep sharing your thoughts, concerns, and recommendations. As you can tell by the topics in this column each month, I take seriously what you tell us about our club and field. I agree with all who say that we need to keep it fun for everyone, and that cooperation and courtesy go a long way in this direction.



Please plan on attending the club meeting on July 7<sup>th</sup>. Come early and fly your bi-plane before the meeting...**Bob Groves**



## Special Election

Please come to the club meeting on July 7<sup>th</sup> prepared to nominate and elect a new club secretary. Due to personal reasons, Esther Anderson has resigned that office.



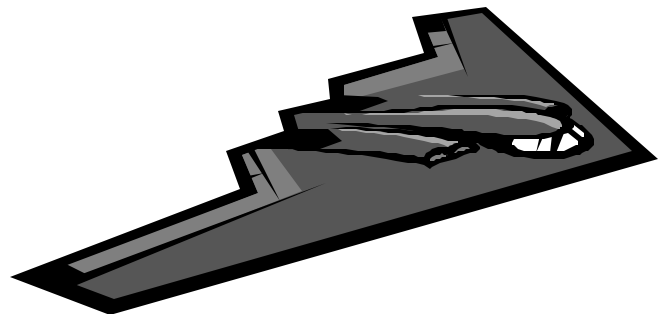
## New Member Application

New Member Application for July as follows, sorry I have no picture for Mark at this time.

**Mark A. Crittenden (Vicky)**  
8313 Autumn Mill Court  
Indianapolis, IN 46256  
H- 845-5951 W- 484-6673 C- 502-2809  
AMA 782673 Mode 2 - Level 1  
mccritt1@comcast.net (Not sure if its a "1" or an "l")  
Sponsored by John Nyland

## New Instructor

Congratulations to Ronald E. Richardson are in order. On June 16<sup>th</sup> the Executive Committee promoted him to the instructor level. Ron has worked hard the past couple of years on his R/C skills and honed them well by active participation in the Boy's School flying program. Ron was recommended for instructor by Doug Fish and seconded by Bob Groves.





## Picnic Time!!!

The 4<sup>th</sup> of July picnic is just around the corner and will be here before you know it. I hope to see everyone there. This is going to be a pitch in so everyone bring a covered dish. Dennis



Anderson and John Pancini are taking care of the meat, drinks, and all the fixings. Dennis and John are doing most of the work to make this picnic happen so everyone should thank them for their efforts. Doug Fish is bringing the club trainer planes and flights for the kids and any other non pilots will be available. It should be a fun day so come out and enjoy the flying, fun, food, and fireworks.

We have talked about having a open house or fly in this year and a couple people have suggested we have days where specific types of aircraft are featured. What I am planning to do is have one day each month where we open the field up to the surrounding area clubs and feature and different type aircraft each month. Anyone the has any suggestions or would like to help please let me know ASAP. I would like to start this in July and continue it through the fall.

Ron Richardson



Hummmm,,Prez's Landing... (u just don't ever know what will turn up in the papers...)

## News from the Raffle Dude!

Raffle tickets cost \$1 each.

However, if you spend \$:

For \$3 = 4 tickets.

For \$5 = 7 tickets.

For \$10 = 13 tickets.



We thank all the attendees for their help in the Raffle to make extra \$\$ for our club.

Gene Duke

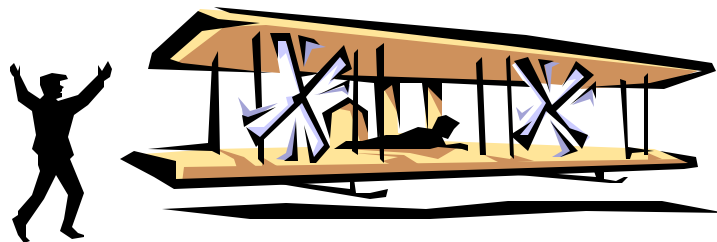
## Special Thanks

Special Thanks to Mike Billingsly to his donation of his raffle winnings back to the club! Thanks Again Mike for helping our club!

Raffle Dude

## Next Meeting!

There seems to be a push for everyone who has a biplane to bring it to the next meeting and fly! We'd all like to see everyone who has one of these two winded thingies to bring it and fly for us!! So dust em' off, load em' up and come fly! Show your stuff!



## REMEMBER!!

Folks, the speed limit on the boys school property is 15 mph!., I followed a van in the other day that was running at least twice this amount! Please watch your speed!