



### Next Meeting

Our next meeting will be at 7pm at Katie's Restaurant on Tuesday, March 13, 2007.



### Mow Schedule



A new schedule will be available in early Spring for action in late April. If you are not able to participate because of your health, please send an email to [jrbkamp@aol.com](mailto:jrbkamp@aol.com).

### Safety Update

Let's add a point here that we keep repeating like a broken record, but it can sure save a headache and lost time if not a plane or two. Batteries and engines are the two major elements of keeping your airplane aloft. Care of both is essential. Recycle those batteries for strength and durability. Clean those engines, their tanks and fuel lines too.

### February Meeting

The rescheduled meeting due to bad weather was attended by eighteen members. Tom Berry commented that our neighbor immediately to the North of the flying field is satisfied with our presence and reminded us to watch our flying distance to avoid being over his backyard and home. Also

Bryan outlined a wish list for 2007 flying activities that will be addressed by the officers for presentation at the next meeting.

### Meet the President

Bryan Miller of Washington



Bryan Miller of Washington

### Meet the V. President



Tom Clark of Washington

If you have missed the last couple of meetings these are the new faces

President	Bryan Miller
Vice President	Tom Clark
Sec./Treasurer	Mark Reeves
Newsletter Editor	John Bremenkamp
Safety & Rules Committee	Bryan Miller
Maint. & Grounds Committee	John Bremenkamp
Events Committee	TJ Klise
Social & Education Committee	Kayton Heavrin
Site Committee	Paul Cobb

addressing you. They are avid flyers and when you see them at the field appreciate all the work they are performing.

### 2007 Flying Schedule

- May 19 - Season Kick Off
- June 10 - Fun Fly
- July 20-22 - Peoria Air Show
- Aug 18 - Club Picnic
- Sept 9 - Open House
- Oct 13 - Wiener Roast

### Winter R/C activity

As a club we are not too active, having only monthly R/C meetings as its winter activity. Some of our polar bear members will fly outdoors at the field, weather and road conditions permitting, while others are fortunate enough to have an electric indoor flying airplane or helicopter to use. Even with electrics, obtaining a spot to fly is an effort, unlike just driving out to the field and setting up. So even here, you are restricted to a time and place when no one else is using the facility. And there is usually a fee associated too. But



some of us are doing it.

Others are just building and preparing their airplanes for later. They are reading their AMA magazines, visiting the hobby shops and spending time on the R/C web sites. One member I know of, and hopefully there are more, is flying in a warmer climate out of State for the winter. Other members are spending the winter associating with our own members and those from the other clubs in the area by way of conversation, breakfasts, meetings, swap shops, etc. For some, Winter has not slowed them down much.

But regardless, we all should be maintaining our equipment such as recycling our glow, flight and transmitter batteries, cleaning if necessary fuel lines, engines, flight boxes, etc. And if we should be so lucky, flying on our computer simulators.

## Beware but Rewarding

So you wanted to have an R/C challenge and fly a helicopter. They come in all sizes and configurations. Once you master the simplest you can move up the ladder to another level, of which



there are many. Each becomes  
Page 2

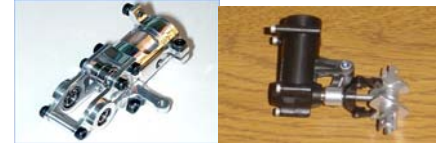
more complex but more realistic too. Compare it from a three channel electric foam airplane with controls for motor speed, rudder and elevator to a large (wing span greater than 60 inches) gas or glow six or more channel low wing scale or sport airplane with retracts, flaps and smoke trail. And then after getting started, the fun begins with mastering everything in between the two extremes. As we all know, doing it on our own is experiencing cycles of failure and momentary successes over and over. But even with a trained tutor, it just reduces the number of cycles. To hang in there and keep up the effort till the successes outnumber the failures captures your psyche and hooks you into it. Soon you feel pretty good about it and have a confidence level that also feels good. You look at failures as just short set backs and lessons learned to be even more competent.

But here is the beware factor. Helicopters once learned on the beginners versions get very expensive quickly moving up to



the next levels and going higher. I've been told the electrics are just as costly to fly and maintain as the nitro ones. Believe me it's true. Think about the cycles and the cost

to recover. A HeliMax 450SE or TREX 450 or equivalent is a work of art in itself (For about \$800). When it all works as designed, what a magnificent piece of flying apparatus, like a complex airplane.



And even more, since the heli's airframe is dynamics is all linkages, bearings, shafts, connectors, precise fittings, no bindings or slop, exact fits, and all in perfect balance. All the forces must be operating simultaneously against it and for it to be in perfect balance, no vibration, and perfectly within your control. There so many moving parts that have no tolerance for error. Make sure you are retired so you have the time to devote to your airplanes too.



## R/C Neighbors

The Pekin R/C Club was highlighted by Charlie Bauer in the March 2007 AMA magazine within the AMA District News section for the states of Kentucky, Illinois, Indiana and Missouri. Check it out.

A swap shop is at Wheaton, Il. On April 7 from 8am - 12pm. This is at the Dupage County Fair Grounds, 2015 West Manchester Lane. \$5 admission.



## Clubs vs. Stand Alone

Will solo purchases and flyers of electric park flyers proliferate and eventually outnumber the AMA club members of real R/C Clubs? I don't think the Electric Boom Park Flyer and advent of 2.4 GHz flying that allows freedom of anytime flying will have a significant impact on AMA R/C Club membership. People join flying clubs to fly with people of like mind and interest. It is more fun flying with other people and share in the fun.

Clubs generally make it easier to learn as you have instructors, or coaches, or just friendly guys who will help out. And when that plane gets broken, there are people to help you figure out how to fix it. Sometimes they will even help you fix it.

As the new 2.4 GHz systems phase in there will be less conflict for channels on 72MHz. The 72 MHz radios will still be around for many years to come, but become fewer and fewer as new flyers emerge. Just as FM replaced AM, so 2.4 GHz will replace some 72MHz, but 72MHz will never die out. All my flying is at a club AMA sanctioned flying field, but now there will be independents as Park Flyers out there everywhere. I prefer to fly at the club field. Also I would have never met some great people if it were not for the club. There are economies that come with club memberships too --

discounts at hobby stores, shared cost to maintain a field and the like. And AMA Group insurance, required by many local governments, is much cheaper than buying it on your own. And, when you are a member of a national organization, you have resources to draw upon when you need them. People will form clubs, join clubs and enjoy clubs for all the reasons they have in the past, because they enjoy doing things with other people who also enjoy those same things. So as things change, they also remain stable.

## Are You Interested?

Watching others in action. It gets you going too. Places upcoming to watch if you don't mind the travel, but enjoy the seeing the other side of the moon, the other side of the hobby beyond our reach, are events that attract the elite and deep pocketed sponsors. Check out the Joe Noll Fly In May 16 - 19 at Woodruff South Carolina.

Others R/C clubs have impressive web sites that are interesting to visit. To find them, just visit our own web site and check out the link hot button. See what others besides ourselves are doing too. But be proud of our own Washington R/C web site. We conform to almost all of the recommended guidelines mentioned in an article published in the January 2007 issue of the AMA Model Aviation magazine,

thanks to Bryan Miller the web master.

## New Technology

Keep your eye on the 2.4 GHz radios, including the new Futaba



seven channel. This new spectrum frequency technology is generating a lot of talk in the



forums and around AMA.



But if you really want a high tech radio with lots of programming features and

high quality that is only available on 72, 75 and 50 MHz frequencies, don't hesitate to get one. Why, because these companies will be producing plug in modules of 2.4 GHz for their transmitters. One is available for the Futaba 9C already. Just wait and a really good one with a receiver to match

# Washington R/C Flyers Newsletter

Covering Club Activity for

March 2007

www.washingtonrcflyers.com




will be coming out for the Futaba 12Z and 14Z too, not to leave out the JR high end - JR10x.

Answer to last month's quiz regarding the below photo.

These little guys took refuge in a world that was not theirs, and watched one of our members load

**Central RC Hobbies**  
Specializes in Remote Control Boats, Cars, Planes & Accessories



817 E. War Memorial Dr.  
Peoria Heights, IL 61616  
309-686-8004  
www.CentralRCHobbies.com

**Business Hours:**  
M-F 11-6  
Sat 9-4

Rick Jacobson / Owner

**Where** - Chester Illinois  
**What** - Popeye Festival  
**Who** - Bob Schneider  
**When** - Sept 9-10, 2006



his planes up for flying.

## Member Accent

I did not get any e-mail mentioning a candidate for this month from the membership at large, but we should mention at least someone special for the moment. Everyone is special at all times, but making someone and something visible is always important. Vern Mall, it's you this month. You handed over the Presidency to Bryan Miller with all outstanding tasks accomplished and well done for that matter. Not only do we recognize you in the newsletter for this month as being an outstanding past president but also as one of the most outstanding public relations directors we have ever had in the club. Because of you, many outside people know about our club.

