



Next Meeting

Our next meeting will be at 7:00 pm on Nov 13, 2007. at the Washington Park District on Walnut Street and Spruce Street, five blocks East of the Square.

PLEASE BRING YOUR \$100 DUES WITH YOU. LET'S PAY UP EARLY.

Mow Schedule



The 2007 mowing year is complete. I would like to thank everyone that came out and took their turn to mow or rescheduled with someone to replace them. There was absolutely no hassle this year with any thing or anyone. We all took such good care of the flight deck, that it always looked like a fare way on a country club golf course.

And thanks for mowing the helicopter pad too just South of the main pit area. It might look like it is going to waste, but I assure everyone it is not, since I have been using it frequently.

We will start up again in the Spring with another similar schedule.

THANKS AGAIN.

Safety Update

Unofficially responsible members are looking at addressing the flight line as truly defining the boundary for flying in close toward the pit area and even shelter area. Before an official response is proposed to the membership, please take care to keep your flights out over the flight deck and beyond.

We had an unfortunate incident on Oct 31, where an airplane in the air quit responding to the pilot's radio and kept circling and gaining higher altitudes until it went out of sight. Winds were taking it South-East toward Goodfield. The sad note here is that there was no name and address in the plane for a possible recovery. This results in two points of concern. Make sure all connections are secure, and the on/off switch is sound so no power failures occur to the receiver. The second is to have your name and address contained within the airplane.

Not long ago another airplane flew into the South power lines while approaching a landing. Many have hit the North trees but until this incident not the South power lines. So now both ends of the field have captured airplanes. I guess the safest thing to do here is to always have blue sky under the wheels while the plane is still way out there over those impediments. Once the plane has come toward you for a while you can tell when it is past both barriers. AND EVEN LETTING IT COME IN HOT is OK since we have lots of runway. Once the plane is on the grass and maybe still really going faster than floating, it will stay there unless you intentionally increase the throttle, so landing HOT from a sharp curve approach can also save it from being consumed by the ends.

The AMA representatives in our club to provide assistance to anyone are:

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

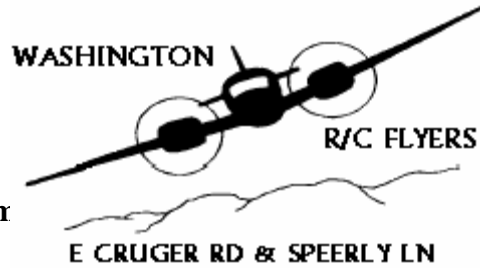
John Bremenkamp @ 444-4851
Bryan Miller @ 886-2001
Wally Walwer @ 444-2692.

October '07 Meeting

The meeting started at 7:00 p.m. at the Washington Park District on October 7. The Financial report stated that \$3,095.24 was our balance,

No new guests were present. The president reviewed the club by-laws for the members. Club officer nominations proceeded as follows: President – Bryan Miller; Vice President – Mark Reeves; Treasurer – Tom Clark; Newsletter Editor – John Bremenkamp.

The safety update highlighted the danger of leaving unattended items at the Club field. Also the need to be careful with credit cards in ordering R/C equipment on-line. Paul Cobb moved that the club continue to schedule Tuesday meetings at the Park District Facility for \$7.50 each. T.J. Seconded and the motion carried. A 2008 Pylon Racing program with



.40 size Four Star planes was presented with details from T.J. Klise after attending a rules committee meeting.

The banquet is January 8, 2008. Locations suggested are: Denhearts on the Square, Cummings on Business 24, and The Flame in Metamora.

Club dues of \$100 each are due before March 1, 2008.

Paul Cobb reported on his attendance of the Peoria R/C Club covering the creation of a new flying site. They have decided to access each member \$400.

WRCF has received its winter fertilizer application.

Mark Reeves covered the possibility of Winter Program Flying where a monthly flight of fifteen minutes is required to qualify.

Intro Pilot Program.

Several of our club members are Intro Pilot Instructors. After reading the AMA Intro Pilot Program description I thought it appropriate to review the scope of the program so we understand how to use it.

The program provides full AMA insurance for non AMA students for a period of 60 consecutive days starting from the first training session as long as the student is under the direct supervision of a designated Intro Pilot trainer. The trainer must submit his student registration to the AMA within 48 hours of the first flight.

Although we encourage new flyers to get their AMA card, this program enables students to fly for sixty days without the AMA membership .

This approach might fit a school "learn to fly" program where the student can fully explore the experience of RC flying without the expense of AMA and club dues for sixty days. This is something we might want to pick up as a community service program where we work with the schools to select a few students to participate in the program during the summer.

Another thought is to have applications available at the Cherry Festival and select one or two young fliers to participate. I would suggest that a parent must be present during training to make sure they are involved.

Members who want to become Intro Pilots fill out a form that is signed by a club officer and then submitted to the AMA. Soon you will receive new AMA cards and program information.

Paul Cobb

WEB R/C Videos (The Giants)

<http://www.billhempel.com/>

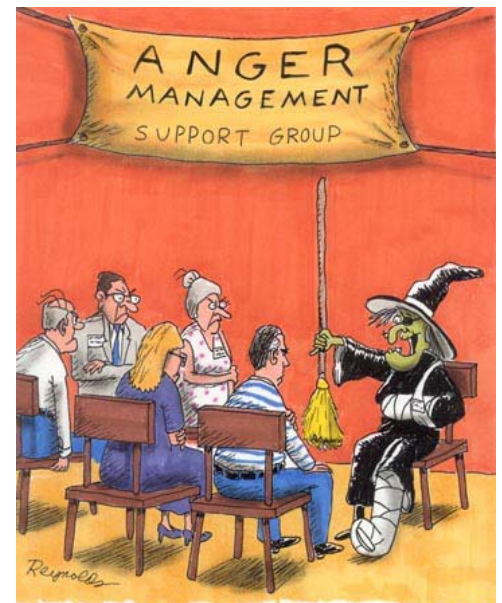
If you have never seen the R/C giants fly in person or via video, check this one out. The videos are under first the "Galleries" tab and then the "Videos" tab. Check out the "one wing" video it's an indication of his flying skill set. Watch the 52% Edge 540 (yes, that's a 342cc engine) video for an appreciation of how big the TOC planes are getting. He had \$16,000 invested in the

plane and recently sold it for \$11,500. Also, watch either the "Edge 540 crash" or the "The Original 50% Edge 540" video (they're both the same) for a really sad crash.

The 3W 342cc engine in Bill's 52% Edge 540 develops 30HP - approximately 1.5HP per cubic inch of displacement. If you check the HP rating of our mower - I think it's in the 25HP range - you can now officially play Walter Mitty the RC pilot when you're mowing the field.

Witch's Brew

I think Helda's twin sister witch has been flying at our field but hanging on dearly to the handle. She has always landed with broom stick in hand. Not quite as bad as Helda. Good thing Helda has not shown up.



"My name is Helda, and I have a tendency to fly off the handle."

Let us all be PROUD

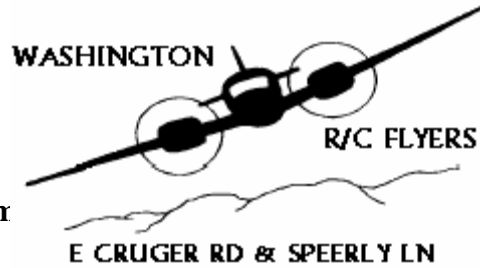
We should be very proud of what the club has accomplished these past

Washington R/C Flyers Newsletter

Covering Club Activity

November 2007

www.washingtonrcflyers.com



three years. It all started with frequent Saturday morning meetings in Vern's kitchen where we laid out the original business plans and a site construction plan. In the first year our good neighbor, Ron Hastings, showed up with his tractor and helped clear the area for the shed and Skunk Works.

Kayton Heavrin became the general foreman directing construction of the machine shed and Skunk Works with plenty of help from other members. The field was mostly mud with some green spots that first year. Fall and Spring fertilizer brought the field to life the second year and Kayton continued his role as construction foreman in building the shelter, which provides much needed shade next to the pit area, and continues to be a gathering place when it is too windy to fly.

This year Tom Clark and Kayton fabricated the safety fence and a crew of six installed it in late August. The fence design and layout added that final touch to shelter area and gives our field a professional look. The grass runway is now a lush green carpet allowing super smooth landings for most of us.

During this period our membership grew about 25% which helped us pay off the bond loans about 2 years early. Every club has a personality, and one thing I continue to observe is that we always have a warm greeting for anyone visiting our field. Members are willing to give up flight time in order to help new members check out a plane or do flight training. Our club will continue to grow as long as we

maintain this attitude. Thanks to everyone involved in building our new home here in Washington.

Signed,
The Site Committee

Events Remembered for year 2007

- May 19 - Season Kick Off
- June 10 - Fun Fly
- July 20-22 - Peoria Air Show
- Aug 18 - Club Picnic
- Sept 8 - Girl Scout Demo
- Sept 9 - Open House
- Oct 13 - Wiener Roast

Field Vigilance

Be careful to keep your speed down to 15 MPH after the second crossing. Higher speeds create ripples and wash board effect surface.

Please remember Jim Chapman, our neighbor, on the other side of the trees to our North. It's hard to judge, but try not to fly beyond our entry road or the tree line.

WEB Gallery for WRCF

Eric Thatcher has set up a web gallery for the club so everyone can get to it and add pictures of their own.

The address is
<http://picasaweb.google.com/flywrcf>

If you sign in the user name is wrcf@washingtonrcflyers.com and the password is [wrcfmember](#).

When you add a gallery of your own pictures, just make it public and anyone can see it.

MEMBER HIGHLIGHT

This will continue with next month's newsletter.

WINTER R/C ACTIVITIES

Clean Your Work Shop

You will be amazed at how quickly this can be done. And what a pleasure to always walk into it thereafter.

Put airplanes and engines away

Taking care of both really pays off with they become airborne again in the Spring.

Consider electric flying

Today for less than \$100 you can get something to fly indoors. The variety available is amazing. It can even take you up into the hundreds of dollars for a single flyer. There are about five or six WRCF members that fly electrics in the Winter in large gyms like the RiverPlex, Dragon Dome, etc.

I fly micro helicopters, the E-flite Blade CP with a 20 inch main blade diameter, so it is very small and can even be enjoyed inside a two car garage. But usually I'm in a gym and fly between basket ball goals about the same height. Anyone can join by using a Blade CX that is designed for the novice beginner. All it wants to

Washington R/C Flyers Newsletter

Covering Club Activity
November 2007

www.washingtonrcflyers.com



do is hover. It's around \$160 or \$170 with everything, radio and all. Others in the club fly the foam constructed airplanes, that are just as fun but this time really require a full size gym. Ask around during the meetings for advice and help.

Build for the next year

Now with a clean work shop, you can start on a new building project that will be your pride and joy in the Spring.

Practice on the simulator.

It's not exactly the same as the real thing at our WRCF field on a calm, sunny day, but what can you do when its blistering cold outside. Simulators come in different flavors too, in the \$200- \$300 price range. Make sure you have a good video card in your PC, or you will have to spend for an upgrade first.

Keep in touch via Internet

We can chit-chat and trade interests with each other over the Internet via e-mail. Encouraging and Challenging words are appropriate. Some of our members are going to warmer climates (Paul Cobb, Larry Roberts,) where flying might be better, although I am hoping for a mild winter in 2008. Even being mild, the winds will probably howl as ever before and we will still be grounded.

Fly once a month at a minimum.

Mark Reeves is encouraging flyers to fly throughout the winter with at least one flight a month. It comprises of fifteen minutes of one or more flights on a single day, or even spread over a couple.



