



SMAC Thrustline

The Newsletter by and for the Springfield Model Airplane Club

May 2003

Officers 2003

**President
Clem Schmid**

**Vice President
Bob Mc Williams**

**Secretary
Joe Ferrara**

**Treasurer
Tom Minnich**

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Buzz Massey
Jim Miller
Chad South**

**Past President/
Safety Officer
Terry Duke**

**Field Marshal
Don Barnes**

Assistants 2003

**Newsletter Editor
Ken Petry**

**Mower Maintenance
Harold Dickerson**

**Work Liaison
Neil Perkins**

**Chief Instructor
Gary Yowler**

FROM THE PRESIDENT

Looks like Spring may get here after all.

APRIL 12th WORK CREW

Terrific turn out. If that response is any indication of what is a head -- we should have a BANNER year. A special thank you to Paul Martin for Plowing the new section. Azaar's and Jim Miller were demonstrating their new GPS units. Visit with them to see the capability current GPS's.

DRIVING SAFETY

A child was hit on Folk Ream road and I have noticed several kids riding their small bikes on Spence Road. The child whose life you save could be a future SMAC member.

ANTIQU/OLD TIMER A/C RULES

A search/development is under way for rules that will meet the needs of the CLUB. Something that will stand the test of time without building a new A/C or Buying a new engine each year. Dig through your files for rules that worked in the past. I will propose a detailed set and our experts can take it apart.

That's it for now,

Clem

**REMEMBER AND SUPPORT
OUR
TROOPS
WHEREVER THEY ARE**

Minutes of SMAC meeting, April 1st, 2003

The meeting was called to order by Club President Clem Schmid at 7:30 PM. There were approximately 24 members in attendance. The meeting began with 1 minute of silent prayer in tribute to American and coalition forces who are currently fighting in Iraq, particularly to those who have given their lives in the campaign.

Secretary's Report

The minutes of the March 2003 meeting were read by Club Secretary Joe Ferrara. The report was then accepted as read.

Treasurer's Report

The report was read by Club Treasurer Tom Minnich and covered the months of March & April. The report was then accepted as read. Tom also stated that the club has 66 members as of this date.

Old Business

Mall Show: The annual event was a big success. 17 club members directly participated in the show and several dozen aircraft were brought out and displayed. There were numerous inquiries by the public.

Night Fly Event: Azarr's electric night-fly event is scheduled for Saturday, May 3rd at the Spence Road flying site, commencing at sunset.

Calendar of Events

May 3, 2003
Night Fly SMAC Field
8:30 PM
Sponsor:SMAC

May 6, 2003
SMAC Board Meeting 6:30 PM
SMAC Club Meeting 7:30 PM
Asbury United Methodist Church
104 E. Clark St.
North Hampton, Ohio

June 3, 2003
SMAC Board Meeting 6:00 PM
SMAC Club Meeting 7:00 PM
At the Flying Field

June 6, 2003
Come Fly with us "Public Day"
Sponsor
Mad River Flying Association

June 8, 2003
Invitational Fun Fly
SMAC Field
10:00 AM Til

July 12th & 13th
Celina Big Bird Fly In
Celina, OH Site: Bunge Park. Free
tailgate swap both days. Sunday the
13th will be open flying, all aircraft
are welcome. No landing fee both
days. Sponsor: CELINA FLYING
SPORTSMEN CLUB

September 6th & 7th, 2003
Helicopter Fun Fly
Sponsor
Mad River Flying Association
Night Flying on the 6th

November 28, 2003
SMAC Swap Meet
Details Later
Sponsor: SMAC

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All club members are eligible to participate and guests are welcome.

Field Maintenance: With the winter's snow finally gone and the weather warming up, the flying field will soon need to be readied for the upcoming season. The runway needs to be rolled and the grass cut. Also, any necessary seeding needs to be done before too much more time passes. Additionally, the transmitter stand and frequency pin board need to be put in place and the field marked off for the added runway area. A proposal was then made and accepted that the club get together on Saturday, April 12th at noon for the purpose of doing this. Sunday, April 13th is the rain date. We were also informed that Dave Snyder has a field disk and a trailer. Paul Martin agreed to contact Dave about getting it's use.

Secondary Flying Site: Following further discussions with the City of Springfield, we were advised that due to budget constraints, they do not have funding available for the development of the Eagle Road flying site until at least 2005. Even if we were able to develop and maintain the site on our own, it still would not available for the club to use until 2004 when the farmer' lease runs out.

At this time, Paul Martin proposed that the club halt any further negotiations with the City and stop it's search for a secondary flying site. The proposal was then seconded by Jim Martin. Following a discussion on the matter, a vote was taken. 20 members voted **FOR** it, and none **AGAINST**.

Long Term Lease: Tom Minnich advised the club that after his recent discussions with landlord Randy Bishop, Randy has offered us a long term lease option, suggesting 20 years, or renewable 5 year terms. Buzz Massey then proposed that the club pursue the 20 year option route. Tom Minnich stated that he will discuss the matter further with Randy and report back.

New Business

Change In Liability Insurance Carrier: The AMA has notified the club of a change in liability insurance carriers for this year. Effective March 25th, the new carrier is **Westchester Surplus Lines Insurance Company**. Although coverage is the same, the AMA also announced that the annual premiums are going to rise by approximately 70%. There will be no lapse in coverage for clubs that have re-chartered. The ripple effects of this are that individual AMA dues are also likely to rise in the coming year to cover the added costs.

SAE Event: Clem Schmidt was approached by the directors of the annual SAE event and asked if SMAC could provide assistance. The event is a fly-off between college engineering design teams and is

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held at Wright Brothers Hill and the Air Force Museum. They're looking for volunteer judges. Anyone with an engineering background who wants to help out with this is encouraged to contact Clem. The scheduled dates are 2-4 May.

Additional events: The possibility was raised of SMAC hosting an open house and inviting other area R/C groups as guests, namely the Dayton Wing Masters and Miami R/C club. The proposed date is Sunday, June 8th at 10:00 AM. SMAC will provide food at a nominal cost.

Meeting Locations: With warmer weather and longer daylight hours approaching, the Board decided to hold the next scheduled meeting (May) at the Asbury United Methodist Church, but subsequent meetings starting in June will be at the flying field on Spence Road. The meetings at the flying field will begin at 7:00 PM, with the Board meeting starting at 6:00 PM.

At the conclusion of the meeting, the 50-50 raffle was held and Jim Morningstar was the winner of the \$11.50 prize.

There being no further business, a motion to close the meeting was made and seconded. The meeting was then closed at 8:35 PM by President Clem Schmid.

Respectfully submitted,
By Club Secretary
Joe Ferrara

**SPRING IS ALMOST HERE,
GET YOUR MODELS
READY FOR FLYING SEASON**

By LARRY MASTERS

As I type this, there is still a foot of snow in my backyard, and it's 20 degrees outside. My calendar says that spring is near, so I feel compelled to write this article, although I'm not sure if winter will ever end. If you are new to this hobby, please do not just pretend winter did not happen. You must make sure your equipment is airworthy before you go to the flying field.

You should cycle your batteries in your airplane and your transmitter to make sure they are up for the job. Personally, I will only use a set of batteries for three years before recycling them. If they are newer than that, then they must be cycle tested before I will trust them. There are three ways to cycle a set of batteries—you can buy a fancy charger with a built-in cyclor, you can borrow a fancy charger with a built-in cyclor (they do come in handy, so maybe you should lean towards buying one), or you can manually cycle the batteries. Do not just charge them and let them drain to empty, as this can damage the cells.

If you have fuel left over from last year, you can use it if you have kept it out of direct sunlight and in an airtight container. If not, don't use it. You will not damage anything by trying to use old fuel, but you will drive yourself crazy trying to get the engine to run well. If you cannot get a decent engine run, check your glow plug, and if that's okay, try some fresh fuel.

The airplane should be checked thoroughly before you get to the flying field. Make sure the engine bolts are tight. Inspect the prop for cracks, and make sure the prop nut is tight. Check the hinges to make sure that they are not loose or broken. (This is especially important if you use EZ hinges or if you fly an Almost-Ready-to-Fly.) Check for any broken wood or torn covering on the wing and fuselage.

Once you get to the field, take a moment to review the field rules. Be aware of where the field boundaries are and where flying is permitted and forbidden. It is not a bad idea to do a range check to make sure your radio system is still functioning properly. (Get the frequency pin first.) After you start the engine, listen for any rattles or any unexplained noises before you take off. Buzzing servos are a warning that you either have a control surface binding or you have a bad servo. Either one can spell disaster. Check to see that your control surfaces are moving in the proper direction. Above all, have a happy and safe flying season.

from Talespins
Dayton Wingmasters
Larry Masters, editor
Dayton OH

TUNNEL VISION
Watching where you're looking

Following an uneventful flight, you complete your final leg and holler "landing." You make a gentle turn and set your airplane into a nice glide path to the runway. You start to level off for your touch down, then ... surprise, surprise! Your wing tip catches a fence post to the right of the runway and your airplane does an abrupt about face. Your wing is damaged, and you have egg on your face.

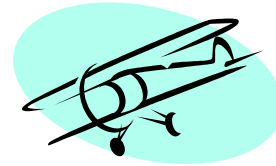
The first thing that probably comes to mind is that your depth perception betrayed you. Sorry! That's just not so. Depth perception is effective only on what you are looking at. You were looking, but you weren't watching. You were looking so intently at your airplane that you were unaware of what was on either side. That's called "tunnel vision."

Tunnel vision occurs when your vision centers so intently on the approaching airplane that the focus tends to narrow and you lose your perspective of the surrounding area, kind of like a horse wearing blinders.

This is quite common with beginning flyers, but we should all be aware that it happens.

Fortunately, tunnel vision is easily avoided. It is merely a matter of establishing good flying habits. Your eye is much faster than your airplane. It only takes a fraction of a second to glance quickly and determine where your airplane is in relation to its surroundings. Make it a practice to let your eyes sweep the area several times as your airplane is making its approach. This can also apply to in-flight conditions when you should always be aware of other airplanes.

from The CAM Journal
Central Arizona Modelers Inc.
Marvin Hinton, editor
Sedona AZ
Via AMA National Newsletter March 2003 issue.



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