



Thrustline

The Newsletter by and for the Springfield Model Airplane Club

Website - <http://www.smacoh.org>

Volume 12

December 2004

Officers 2004

President

Bob McWilliams

Vice-President

Jeff Traub

Secretary

Joe Ferrara

Treasurer

Tom Minnich

Board Members

Jim Miller

Neil Perkins

Bob Riffle

Chad South

Past President/

Safety Officer

Clem Schmid

Field Marshal

Don Barns

Assistants 2004

Mower Maintenance

Phil Henry

Steve Kianka

Work Liaison

Neil Perkins

Newsletter Editor

Clem Schmid

SMAC Swap Meet was a "Bee Hive" of activity

On 26 November 2004



Sixty Tables were sold. Some sold their items before the show started.



Thanks go to all SMAC Members who participated.

It takes a big crew to setup, assist the vendors, and restore the hall for bingo

Special thanks go to Dave Snyder for arranging the Show,
Betty and Don Barns for working the food, Tom Minnich for door tickets,
And Those who collected door prizes.

Minutes of SMAC Board Meeting, Nov 2nd, 2004

The meeting was held at the Asbury United Methodist Church in North Hampton. Club President Bob McWilliams called the meeting to order at 6:32 PM.

Secretary's Report: The report was read by Club Secretary Joe Ferrara. The report was accepted as read.

Treasurer's Report: The report was read by Club Treasurer Tom Minnich. The report was then accepted as read. Tom also stated the raffle fund has \$187.50 in it and the membership stands at 94 members.

Old Business

Field Maintenance: We've been informed that the field equipment has been moved into the storage shed for the winter and the tables placed under the shelter.

Swap Meet: The Club's annual swap meet is still on schedule for November 26th, the Friday after Thanksgiving. The event will be held at the VFW Hall in Springfield. Dave Snyder is the point of contact for promoting the event and has taken care of advertising it in the AMA's magazine. Setup begins at 6:30 AM. The doors open to the public at 9:00 AM and the event runs until 1:00 PM. We need some helpers to assist with straightening up tables afterwards.

Information Packet: This item has been brought up again. The Board had originally agreed to distribute an info packet, but for one reason or another, it just has never been done. A discussion followed on the matter and we will look into actualizing it.

New Business

Change in schedule for Board meetings: Jeff Traub proposed a change in schedule for Board meetings to the 3rd Tuesday of the month except for December which would be held on the 2nd Tuesday (Dec 14th) at 7:00 PM. The meeting will be at Jeff's home, 2665 Lindair Dr., Springfield, Ohio.

There being no further business, a motion to close the meeting was made. The meeting was closed by President Bob McWilliams at 7:15 PM.

Respectfully submitted By Club Secretary
Joe Ferrara

Minutes of SMAC meeting, November 2nd, 2004

The meeting was held at the Asbury United Methodist Church in North Hampton. Club President Bob McWilliams called the meeting to order at 7:30 PM. There were approximately 27 members in attendance.

Secretary's Report: The report was 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. The report was then accepted as read. Tom also stated the raffle fund has \$187.50 in it and the membership stands at 94 members.

Old Business

Control Line Event: The U-control event was held on Saturday, October 9th and was very well attended. Everyone had a good time.

Swap Meet: The Club's annual swap meet is still on schedule for November 26th, the day after Thanksgiving. The event will be held at the VFW Hall in Springfield. Dave Snyder is the point of contact for promoting the event and has taken care of advertising it in the AMA's magazine. We need to get a hand stamp along with some other items. We also need to check into getting some door prizes from local hobby shops. Setup begins at 6:30 AM. The doors open to the public at 9:00 AM and the event runs until 1:00 PM. We could also use some helpers to assist with straightening up tables afterwards.

December Elections: All members are reminded of the election for Club officers to be held at the next meeting. There are openings for 2 Board members. Terry Duke and Buzz Massey have

Previously expressed their willingness to serve and were nominated. Bill Cline has also expressed a willingness to serve on the Board. We also need a Vice President. Jeff Joos was nominated and accepted. The Treasurer's office is also open. Tom Minnich said he would accept a nomination. Nominations for ANY open position can be made all the way up to the December election. Any Club member is eligible to hold a club office. **ARE YOU INTERESTED?** Additionally, the end of year 50/50 raffle will be held at the same time with a cash payout of approximately \$200 going to the lucky winner. That's enough to finance your next R/C project! See you there!

New Business

Clem Schmid asked if any club members were interested in emergency situation training and stated that this was being offered now in Clark County. Anyone interested should contact Clem.

At the conclusion of the meeting, the 50/50 raffle was held and Dave Snyder was the winner of the \$12.50 prize.

There being no further business, a motion to close the meeting was made. The meeting was closed by President Bob McWilliams at 7:58 PM.

Respectfully submitted By Club Secretary
Joe Ferrara

and taxiing, but the rudder is capable of a lot more than just keeping our airplanes going in the right direction on the ground, which brings me to the personal side of this article.

I crashed a beautiful biplane recently. I had just brought it out of retirement and it was ready for its initial flight. Knowing that it had a history of bad ground handling, I was very careful on takeoff to apply sufficient rudder to keep it going down the white line of the runway.

The takeoff was accomplished without incident despite low power input from the four-stroke engine. Then, much to my surprise, once airborne, the airplane took a sharp turn to the left, struggling unsuccessfully to gain altitude. Despite full right aileron input, the airplane hadn't enough airspeed to get proper aileron and elevator response and it continued its wayward journey to an ignoble crash.

What was my rudder doing during this short flight? Nothing! As usual, I had allowed the rudder to return to neutral immediately after takeoff. Had I applied some right rudder when the airplane veered to the left, I probably could have brought the airplane back to a safer heading and avoided a serious crash. Why do most of us ignore the rudder once our airplanes are in the air? It is one of the most important and least used of our three control surfaces. I have learned a good lesson and have my name on the crash trophy to prove it.

We were once encouraged to learn how to make "coordinated turns." This requires the slight application of rudder plus some compensating aileron adjustment and can result in a much smoother and more professional looking turn. Try it out.

In other words, stop ignoring that forgotten rudder and let it help you expand your flying skills.

From The CAM Journal
Central Arizona Modelers Inc.
Marvin Hinton, editor
Sedona, AZ

The forgotten rudder

By MARVIN HINTON

Seems like a strange title, right? Well, it's not so strange when you consider the fact that the only time most of us use the rudder is when we are on the ground. The rudder is there for us, offering its services from the moment we start our takeoff roll to the final taxi back to the pits, yet most of us totally ignore it while in the air.

Our former safety officer once stated, "**On takeoff, the rudder is the first control surface to gain control on acceleration and the last to lose control on landing.**" Well, most of us have learned that the hard way, during takeoff, landing,



Aircraft of the Month Antonov-225

The world's largest aircraft was recently at McCarran Airport at Las Vegas where it delivered a very large power transformer, built in Turkey, for Nevada Power. Some numbers on this 225 Mriya, bearing in mind that the length of a football field is 300 feet:

Wingspan.....290 Ft.	Number of wheels.....32
Height.....59.4 Ft.	Max T.O. weight...1,322,750#
Length.....276 Ft.	Max payload.....551,150#
Cruise speed..495 MPH	Max speed@altitude.530MPH
Range....8310 NM	Engines:six Lotarev D-18T turbfans
Takeoff length....11,500 Ft.	

The aircraft was built to carry the Russian Space Craft "Buran" on top of the fuselage. A second aircraft is being completed to carry heavy loads.

Calendar of Events

- 7 December 2004 SMAC Club Meeting — 7:30 PM
"Election of Officers & Raffle Fund Drawing"
 Location: Asbury United Methodist Church,
 104 E. Clark St (Rte # 41)
 North Hampton, Ohio.
- 14 December 2004 SMAC Board Meeting—7:00 PM
 Location: Home of Jeff Traub
 2665 Lindair Dr., Springfield, Ohio
 (Lindair Dr. is about 1 mile east of Enon and
 south (off of) Springfield/Dayton Road.)
- 1 January 2005 "Freeze Fly" at Club Field,
 Saturday at 12:00 noon
 Spence Road, North Hampton, Ohio**
- 4 January 2005 SMAC Club Meeting 7:30 PM
 Location: Asbury United Methodist Church
 104 E. Clark St (Rte #41)
 North Hampton, Ohio
- 18 January 2005 SMAC Board Meeting 7:00 PM
 Location: Home of Jeff Traub
 2665 Lindair Dr., Springfield, Ohio



Newsletter Editor Needed



As my term as Newsletter Editor is over in December I wish to thank those who supplied me with pictures and information. Many thanks go to Jim Miller for his help with my E-mail problems and to Bruce Shaw who checked my computer when it acted strange.

My term as Field Safety Officer was the most frustrating as I was told to back-off in promoting Safety Issues. I am sure that those whom I banded may not have felt that way. Landing in the pits, and flying behind the pits has to stop. Use your stick and put the aircraft in the ground. SMAC is on borrowed time before a serious injury or a death.

This year's U-control event showed that a pull test of the aircraft, bell crank, lines and handle were most valuable as my system failed.

Respectfully, Clem Schmid