

# Radio Signal Modelers Flying Club

Schiller Woods Flying Field

## President's Message

Hello club members. I hope everyone has been taking advantage of the flying season. Its been 6 months now learning the Presidents position in the club. I tell you what, this is a piece of CAKE!! From trying to run an efficient meeting, talking to fellow club members if they want to continue their membership, filling in open positions in the club, getting involved with

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## VP Thoughts

Hey guys VP Scott here. Hope you guys are getting some flying in as the weather has been great except for a few gusty days. I just maiden my new Giles 202 with a 32cc DLA gas engine and she flew fantastic. Sometimes in life we have to get the bad news with the good. I was just informed from Villa Scallabrini nursing

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## Upcoming Events

**Cancelled due to COVID-19**



## June Meeting Minutes

The June meeting was called to order at 6:30PM on June 8th by president Ray Capitulo at the flying field. The Porta John was still gone, but a few picnic tables and flight stands had been set into useful positions. Some members brought their own chairs, wore masks, and observed social distancing. Ray bought his PA system again. Joe Stanko read the May meeting notes which were approved by the 21 members that were present. Roger Mankowski and Don Trocke will each have an extra raffle ticket for having their birthdays in June .

### Treasurer's Report

Frank Roberson Treasurer

Started with: **\$1199**                      Ended with: **\$1946**

There were **4** new memberships, **7** renewals, including **1** family member, and **\$315** income from the John Frank Auction.

The only expense was a **\$56** payment to Terry Gombert, for the hooks he attached to the flight stands.





## Know Your Member

**Name:** Nick Radez

**Occupation:** Self-Employed  
Proprietary Trader

**Club Membership:** 5 years

**Flying Experience:** 30 + years

**Airplane or Heli:** Both

**Radio:** JR 12x

**Electric, Nitro, Turbine, Gas:** All

**Favorite Model:** Sebart Mini  
Avanti Turbine



**Flying Style:** Aerobatics

**R/C Simulator:** Aero-Fly RC 7 &  
Accu-RC 2.0

**Cubs or Sox:** Cubs (really Bears)

**Quote:** "RC for Life"

Club membership stands at **62** with **51** current for **2020** and **11** paid for **2019**. The May report was approved.

### **Field Maintenance Committee:**

By Don Zeller

Don reported that the grass has been cut again. He announced that due to new family commitments, he will no longer be able to head the Field Maintenance or Flight Instruction committees. Ray and all members present, thanked Don for the fantastic job he has done over the years.

### **Field Safety Committee:**

By Jim Parker

Jim wasn't present but left a reminder about the 15% discount available through Horizon Hobby. He also reminded us that we should all do our part to ensure safety at the field.

### **Flight Instruction Committee:**

By Don Zeller

Nothing to report.

### **Planning Committee:**

By Dan Trockke

Everything is still up in the air with COVID-19. The current goal is to delay our previously planned events, by one month. So, the ethnic food event planned for June, might hopefully happen in July.

### **Old Business:**

Ray Capitulo thanked Wojciech Rafacz and Dan Trockke for adding **\$20** to the renewals that they paid via PayPal.

***New Business:***

Ray mentioned that the vote to cover the free memberships for officers, that passed in May, was premature. The Proposal was not in the proper format as per Club Bylaws. Therefore, the approved Proposal from May was retracted by the President and a properly formatted Proposal was given. Basically a do over. He also made the suggestion that committee chairpersons also be offered free memberships along with the Officers. This would serve as a "Thank You" for their extra efforts. Officers and Chairpersons can still pay their memberships if they are inclined to do so of their own free will. Hopefully this incentive will encourage people to step up and volunteer in these positions in the future.

The "Free Membership" Proposal was given in June. Next step would be a discussion about the Proposal in July. If a majority agrees (those that are present), a 2/3 a majority vote would be needed to pass said Proposal at this meeting or maybe the next meeting, which would be in August in this case.

The May Newsletter is on the website.

Jim Parker published his first "Pilot's Corner". Starting with the July meeting, Jim will attempt to demonstrate topics discussed in the "Pilot's Corner" articles in May and in this newsletter (June), in an actual flight demonstration after the meeting. Ray will be left holding the microphone, faithfully describing Jim's flying as he proceeds with the good and bad habits of landing his aircraft. This should be fun!

Jim Parker has agreed to be Flight Instruction Chairman while still heading Safety Officer.

Dan Trocke also agreed to do double duty as Field Maintenance and Planning Chair. Hopefully we will have enough volunteers crews available to alternate grass cutting. Thanks for your dedication guys!!

Les Shier asked about how a new member who flies electric models will gain access to the Solar Charging Station?

Terry Gombert suggested using a digital key holder like the ones used by real estate agents. Scott Thompson suggested switching to a combination lock.

Don Zeller said that he was pretty sure that there were some more keys in the shed. For now we'll stick with the keys.

***Show & Tell / Demonstration :***

NONE

***Welcome to the Pilot's Corner:***

By Jim Parker

As the newest AMA Instructor Pilot and member of RSM, I will write articles addressing flying skills on all range of pilots. Our President, Ray C. Will be editor-in-chief coordinating information for the website newsletter. Feel free to comment on my efforts and maybe suggest future topics for consideration here.

Today's topic: ***APPROACH TO LANDING TOO FAST*** (Getting the feel for the best landing speed)

This article is paraphrased from an article written by Dave Scott, a champion aerobatics competitor, aviation author and Flight School Operator.

There are a number of mistakes that most R/C pilots make that stem, in part, from rarely having a plan before takeoff. This article will address the **second** of the two most common bad habits that end up leading to more damage during landings than any other. Most pilots of skill levels will immediately experience improved landings if that can correct just one of these habits.

### **BAD HABIT #2: *Approaching TOO Fast***

The next common landing mistake occurs because pilots are **REPEATEDLY WARNED “keep up your flying speed during landings to avoid stalling”**.

The 64 thousand dollar question is, “How do you tell what the right approach speed is” or “How do you tell when the model is **TOO SLOW**”.

***Because the wind varies in strength and direction, airplane flight envelope differences between planes, all-up-weight (affected by battery size), and even temperature has an effect on flight characteristics of the same airplane.*** There is no consistent answers and you will not be able to tell by looking at the plane.

Fearing the unknown, many pilots tend to err on coming in for a landing with extra speed, especially when flying a new model, or after being told that it is safer to land with more speed anytime there is appreciable wind, instead of being safer, carrying extra speed makes landing exponentially more difficult and less forgiving, reaction time for correction is reduced and even if the plane touches down smoothly, the odds are greater that it will still carry off at the end of the runway. Countless landings in reality result in more landings gears torn out each year because carrying too much speed rather than getting too slow.

Full-scale pilots are taught that it is preferable for the airplane to touch down at the slowest, safest possible airspeed. This shortens the touch down rollout on the runway, and lessen airframe abuse.

### **HOW TO CORRECT APPROACH SPEED:**

- 1) Holler out your landing: **LANDING from the WEST (EAST). Announce your intentions loud and clear. Land only if runway is clear! Aircraft taking off have preference.**
- 2) Fine tune the elevator and throttle to maintain a gradual descent to the runway on downwind approach.
- 3) If the plane drops below the glide slope needed to touch down near the front of the runway, adjust the elevator to shallow the approach angle. Make your turn to final maintaining glide angle. If it appears that the airplane still won't reach the runway, add one-two clicks more power verses continuing to pull more and more elevator as this will cause various unfortunate scenarios (plane will tip, stall, crash, but hopefully, not burn).
- 4) If the descent is projected to be too far down the runway, rather than pushing the nose down and building airspeed, reduce power to steepen and it will be necessary to fly an even lower downwind leg.

- 5) Practice technique above tree tops too. Develop model reactions to speed, power and elevator settings. Your aircraft does not know how high it is when it performs maneuvers. Be safe, if you need help holler out.



**AEROBATICS: FLYING the LOOP** ( Next Month)

**USING THE RUDDER**

**WINGS LEVEL FIGURE 8'S**

**Revised FLIGHT INSTRUCTION manual**

**This is YOUR Space. Submit questions or suggestions to the Editor or to myself.**

**We're here to help, keep safe, and minimize hobby expense. JMP**

## *President's Message*

getting involved in the planning committee for this years events, creating a new website for the club, continue editing and publishing the RSM newsletter, getting involved with Instructor Pilot committee, learning how to properly start a Proposal and execute properly, how to handle a situations when brought to your attention, continually updating the website media content, having a pre-meeting with officers and chairpersons before the regular meetings, consulting with passed fellow officers and members for advice, and oh by the way, have **fun** and fly while I'm doing all this. Yup like I said, "***Piece of Cake***".

In reality this position is really quite challenging at times. Hopefully members will be patient and understanding when I don't get it right the first time. If and when I get out of line, or if I'm not following protocol, let me know. I too want to get it right. I think you all know that I'm no rule breaker. Why I'll even use my turn signals in the parking lot at midnight with no one around, to make a turn!! I'm just saying.

Communication is key. Keeping me informed on how you feel about our club and the direction you fell the club is headed, good or bad. Hopefully good! Hey listen, I'm easy going and don't take things personally when it comes to the Club's agendas. So come on give me some comments or concerns! It's all good!

Speak up, be heard and get involved! After all, this is your CLUB!!!

Stay safe, have fun and FLY!!!

Ray C

## **VP Thoughts**

home that my last parent (my Mom) passed away June 11 at 11:10 pm. She was 85 and such a sweet wonderful mother she will be so missed. It's so tough to lose parents. Take care and God Bless.

VP Scott

The Meeting at the Flying Field ( photos by Joe Stanko )





Terry with a trainer  
( 3 photos by Joe Long )

Nick with an Avanti

Jose with an Osprey V-22





**[radiosignalmodelers.com](http://radiosignalmodelers.com)**

**Next Meeting on Monday July 13, 2020 at 6:30 at the Flying Field Weather Permitting**

**Newsletter by Ray C "RC"**