



December 2023 News Letter

AUTHOR: Patrick Murphy

The December 9 Members meeting begins at 9:00 a.m.

New Member Ross Biens

A Mr. Ross Biens, of the Nebraska Beins, has joined the club as a Snowbird member. A warm welcome to you, Ross.

Club membership now stands at 112, plus five Junior members.

Vandalism



This is the damage done to the locking mechanism of the CONEX container. The silver fitting is the replacement lock. There are two of them.

Among the crazy suggestions were:

- Obtaining a guard dog, and letting it roam freely.
- Flying at night, presumably in shifts.
- Getting electrical service at the field.
- Booby-traps.
- Having the instructors take the trainers home with them.
- Attaching AirTags to the trainers to track their whereabouts.
- Having a guy we know "handle it."

Fortunately, some members have taken it upon themselves to research security cameras, lights, etc. A lot of good ideas have been put out there. The combined expertise of the club members should give us a reasonable solution.

Glamour Shots



On November 11, the club turned out with a fine collection of warbirds in honor of Veteran's Day. The club also collected \$250, which was donated to the Marana Veterans Club. Thanks to all who participated and/or donated.

New Planes



Charlie Applebaum poses with his Xfly-Model A-10 Thunderbolt II. This is a 1000mm model with twin 50mm EDFs.

The thing that makes you green with envy is that Charlie got this aircraft for \$10 in a raffle. It's an A-\$10.



Left, Gary Johnson with his new RV-8. This is a Flex Innovations plane, with a 76-inch wingspan. A really nice model. With 1100 square inches of wing, and flaps, it's supposed to be easy to fly. It takes off in just a handful of feet.

Right, Bill went with orange for his RV-8. The plane is also available in red. We'd love to have the trifecta at the field. Any takers?



Left, Keith Koppos has produced another masterpiece. This is actually a *pre-WWI* aircraft. It's a DFW B.I. It has banana-shaped wing that's also double-tapered.

This beautiful specimen has a wingspan of over 90 inches. Keith says it's an inch too little, but the error was fortunate because, if it was truly to scale, it wouldn't fit in Keith's trailer.

Scale Detail



Left, check out that propeller! Keith inverted his Saito engine to preserve the view of his engine.



Both Gary and Bill's RV-8s are night-equipped. Among other things, they have little spotlights to light the fin and rudder. It'll be great to see them fly at the next night fly.

Right, Charlie's A-10 has a lot of cool molded-in detail.



Left, Kieth's DFW B.I has realistic radiators. It was an in-line, water-cooled engine, like many WWI German aircraft.

The Walk of Shame

The big news is no news. The November 4 Pot Luck and Fun Fly went off without a hitch. Twenty-five planes participated, and all survived. Well done!

AMA Memberships

Remember to renew your AMA membership! For many, the membership expires December 31.

Club Memberships

Remember that Club memberships expire December 31. There is a one-month grace period, so dues for 2024 must be paid by January 31.

A Reckless Nature Gone Away
By Special Correspondent Randy Wegner

In the late 70's and early 80s, R/C was really quite different for me. Although I belonged to r/c clubs everywhere I traveled and lived. I also flew out of barely improved farm land, road ways, and large parking lots and such. Come to think of it, even off the edge of a golf course, and just about anywhere I could go w/o getting kicked out, even in a few public parks, school yards, and all of those crazy places that I shared with you on my bucket list... Mountains, the ocean, rain etc...

Looking back, I realize now, it was also a reckless time for me. I imagine most of us can look back on our lives and see moments where we used poor judgement, took huge chances and did crazy things without consideration of the price we might pay for our sins.

I share this stuff, not so you might get some similar ideas, but for two reasons. First, to show how different R/C was for me "back then" and also, to share just how much many of us mature and gain wisdom as the years pass by. I'm not even the same person in many ways as I was back then. I'm not proud of the many stunts I pulled off and I can hardly imagine doing them as a nearly 65-year-old person today.

There are still many places I suppose you could go to fly outside of club fields but, with FAA FRIAS and more population congestion, club fields are more the norm nowadays. With 40% planes, jets, and styro jets and other more modern forms that weren't around years ago, long runways afforded by r/c clubs are even more important. Back then all you needed was a larger pair of wheels on your big stick or Kadet and you were ready for just about anything and anywhere.

I think this may take more than one installment, (two or three likely) so for now I think I will share only one such experience due to space availability.

Grissom AFB Indiana. A small group of us who flew planes there, went to the powers that be and got permission to fly on base. Only problem was, they told us to fly in an area within about 200 feet of some monster tall power lines. No runway, just grass and trees.

Our planes weren't too big back then so we agreed to make do. Depending on wind direction, we often landed from under the wires and between the tall poles. Already known as a bit of a risk taker, they dared me to loop around the wires. Not having the maturity and common sense that I do today, I made a large loop around all of these wires and landed. Kind of stupid.... but even more so, I made those wires a regular part of my landing approaches and luckily never hit them. I would hate to think of the problems that could have ensued had I collided with them!!

I think to this day, its why I sometimes do loops or rolls on my landing approaches. I guess it makes for fun memories but I would most certainly head tackle or even do a late hit on anyone considering looping power lines today.

CRAZY STUFF WE DO WHEN WE'RE YOUNG!!

Randy

**Please attend the December 9 Club Meeting
0900 Hours**