



WINDY FLYER



From the Editor

By Ed Miller

Our Open House date really put us in a bind. Once again, the weather was not on our side. The first challenge was simply deciding on which day to hold it. Unfortunately, neither Saturday or Sunday offered much relief, with winds blowing 20 mph or more!

We went with Saturday and pushed through the wind. John Baderman and I made a pretty good team. I flew and buddy-boxed the guests while John handled the instruction and coaching. Between us, we must have taken up around 20 visitors!

Ludwig De Mesa also jumped in and flew several guests, with Scott Emmerling helping as a spotter.

(see From the Editor next page)



Woodland Aero Modeler's Flying Field at Waterfall
Glen Forest Preserve, Lemont, Illinois

Did You Know ?

Why R/C Flying is the Closest Most of Us Will
Get to Being Called "Maverick"

R/C flying is one of those hobbies that looks dignified from a distance. From fifty yards away, a person standing in a field with a transmitter appears to be a calm aviation expert, gracefully guiding a tiny aircraft through the heavens. Up close, however, it is usually someone muttering, "Why is it doing that?" while frantically nudging two sticks and trying not to introduce their prized airplane to a tree, a fence, or the only pond in the forest preserve. R/C flying combines the romance of aviation with the deeply humbling reality that gravity remains undefeated.

Beginners are often told to start with a trainer plane, which is excellent advice. Trainers are stable, forgiving, and usually

(See *Did You Know* on the next page)

(From the Editor continued)

Dave Ford joined the action as well and served as spotter on several flights.

On my last flight—thankfully close to quitting time—my battery tray broke loose from what was supposed to be a glued base, knocked off the battery cover, and caused the battery to disconnect from the ESC. Down went the plane. Thankfully, the damage was minor. The battery and tray were lost, and the propeller broke, but everything has been repaired and the plane is ready to fly again.

It was definitely a challenging day, but a lot of kids—and quite a few adults too—got a chance to fly. We also picked up two or three solid pledges from people interested in joining the Club.

Many thanks to those who helped. Dave Ford, Gary Watson, Jim Fox, Stan Warden, Joe Kleifges, Ray Loy, Herb Gosewisch, Tony Mataitis, Ludwig De Mesa, Scott Emmerling, Tim Mercier, Brad TerMaat, Cam Walker James Wolinski, and Steve Zielinski. Forgive me if I missed anyone.

And no pictures—I was too busy Flying!

Ed Miller

Editor -In-Chief



(Did You Know continued)

made of foam sturdy enough to survive what enthusiasts politely call “firm arrivals.” You will also quickly learn the language of the hobby: transmitter, receiver, ailerons, elevator, rudder, and center of gravity. In ordinary life, saying “my center of gravity is off” sounds like a cry for help. In R/C flying, it means you forgot to move the battery half an inch and now your airplane behaves like an offended goose. A few flights in, you begin to understand the controls, right up until the plane turns toward you and your brain decides left is now a philosophical concept.

The flying field has its own culture. There is always one pilot who can grease a landing so smoothly it looks computer-generated, and another who has brought a toolbox large enough to service a regional airport. People discuss wind direction with the seriousness of naval commanders, because a mild breeze on the ground can become a personal insult at altitude. Safety checks are part of the ritual too: control surfaces moving correctly, batteries charged, range checked, propeller respected. Everyone becomes very sensible around spinning propellers, which is reassuring. Local clubs are especially helpful because experienced pilots can save newcomers from classic mistakes, like launching with the plane upside down or believing, with great confidence, that “it’ll probably be fine.”

Of course, no honest article about R/C flying can ignore repairs. Every R/C pilot eventually becomes part flyer, part mechanic, part amateur archaeologist searching the grass for a missing wheel collar. Foam glue, spare props, and mystery screws become household staples. Yet that is exactly why the hobby is so satisfying. When a model lifts off cleanly, tracks straight, and lands more or less where intended, it feels like a triumph of patience, skill, and mild stubbornness. R/C flying offers excitement, problem-solving, and the rare opportunity to say, “I had a great day at the field,” even if part of the day involved retrieving your airplane from a tree. In short, it is aviation in miniature: thrilling, educational, occasionally ridiculous, and enormously fun.



Woodland Aero Modelers

Radio Controlled Flying Club

Club Officers

President/membership	Tim Mercier		
Vice-President	Craig McKenzie		
Executive Director	Gary Watson		
Secretary	Ed Miller	secWAMclub279@gmail.com	630-745-1102
Treasurer	John Baderman		
Safety Officer	Scott Emmerling		
Chief Instructor	Craig McKenzie		
Instructors	John Baderman		
	Ed Miller		
	Ludwig De Mesa		
<i>Control Line</i>	Mark Romanowitz		
<i>Helicopter.</i>	Steve Zielinski.		

Calendar

July 2026

7th Monthly Club meeting at the VFW; starting at 7pm
 16th Fly, Beer and Burger evening
 18th SAC Club, Float Fly
 25th Club Fun Fly Competition 10am onwards at the flying field.

August 2026

4th Monthly Club meeting at the VFW; starting at 7pm
 8th Club Picnic Family and friends are all invited. 10am onwards
 15th SAC Club, Float Fly
 20th Fly, Beer & Burger evening
 29th Chicago Air & Water Show

Minutes from the July 7th Meeting

Meeting Called to Order:

- 7:00 pm by Tim Mercier

Secretary's Report:

- No report due to Guest Speaker time restraints

Treasurer's Report:

- Report was read and approved.

Executive Director

- No report

Chief Instructor

- No report

Safety Director:

- Scott Emmerling is our new Safety Director.

Planes for Points:

- Dave Ford brought in his F22 Raptor Free Wing. After some initial programming issues, the plane flew beautifully.



Dave Ford and his F22 Raptor Free Wing

(Minutes continued)

New Member:

- Jeff Vinson has joined our Club. Jeff lives in southern Illinois and is a railroad inspector for IDOT. He'll only be up here for a few months but we are happy to have him as a member for as long as he's in the area. Welcome Jeff!

Guest Speaker:

- Marty Jandura, Manager of Ranger Operations of the DuPage Forest Preserve gave a short introduction and then proceeded to answer questions from our members.

Marty has been a Forest Ranger for 25 years. His expertise does not include model aviation however. Legalities/ rules are a blind spot for the Rangers.

Questions: Marty's answers in bold.

- What's a Ranger's biggest headache? **Not you guys. Rain, fallen trees, porta potties, kids camps, and cleaning up. Limited resources.**
- Is our field open to the public? **There is some confusion there. The public can certainly be spectators there. But, the official documents say "members only" as far as flying. Your field is the only one that has that designation. I believe that if someone walks to the field and has an AMA card (Insurance)and a Dupage Permit they can fly.**
- Why are there locks on the gate? **That's because of Argonne. If you get locked in or out call the Ranger office at 630-933-7248. If they are closed call the DuPage Forest Preserve Police at (630) 933-7240.**
- Can we have signage at the gate and at the field? **I don't have a problem with it. I will look into it.**
- Other Forest Preserve flying fields seem to have better grass and general maintenance. **We do very little field maintenance. One problem with your field is accessibility. We do roll the field once a year. We do not mow trail edges. Fertilizer and weed killer are an environmental issue and prohibit us from regular use.**
- What about dead or live trees near our field? **We do not cut down dead trees. They are a source of food for birds, animals and insects. We certainly don't cut down live trees. Now, if they are a danger to the public, hanging over trails, we will trim them.**
- What about a storage cabinet for our lawn mower? **Springbrook has a storage area, you would have to do that on your own.**
- Springbrook has a covered spectator area. Was that put in by the Forest Preserve and can we get one? **I honestly don't know how they got that.**
- This spring brush areas around our field were cut down. We truly appreciate that. Was that the Forest Preserve or was that privately contracted? **That was contracted. Those areas are part of a prairie and in order to keep down wooded invasion we did remove trees**

and brush. Our first step is a field burn, if that can't be done due to weather or other reasons, we will do a forestry mow.

- What's the procedure if people are on our field, not flying and refuse to leave? **Then call the Forest Preserve Police at (630) 933-7240.**
- We asked about a runway for our field. What are your thoughts? **I really liked the presentation made by John Baderman several years ago. I don't know what happened, but I will look into it.**
- Craig McKenzie invited Marty and his staff for introductory flights. **We'd love to do that! This is our busy season, so sometime in October or November.**

Announcements:

- Our Club Picnic will be on August 8th, with a rain date of August 9th. We are supplying Brown's Chicken and other goodies. We will have soda and water. Please feel free to bring a dish to pass or dessert. Family, friends etc are welcome. Bring a plane to fly if you wish. Flight instruction will be available too.

Model Building and Tips:

- Brad TerMaat brought in various medical tools, forceps, scissors, hemostats etc that come in handy when working on airplanes. Thanks Brad!

Meeting Adjourned:

8:10 pm

Open House Photos



Brad TerMaat on the Sim



Tim Mercier helping a young lady on the Sim



Below, Stan Warden handing our flyers for our Open House, and Herb Gosewisch talking up our Club to a Dad

Boeing - 747



BOINGing - 747



July 4th airplane !