



# WINDY FLYER



## From the Editor

By Ed Miller

At, last, we're getting some good weather and a chance to make it out to the field. As a longtime pilot, I have about 20 planes in my hanger, and my goal is to fly every one of them before the season shifts and we're limited to indoor flying.

Naturally, I have my favorites, and those get the most airtime. I also have a few that are a little less predictable—planes that tend to fly a bit squirrely. Then again, maybe the issue isn't the plane. It could just be the pilot!

You know how it goes: you spot a great-looking plane in a magazine or advertisement and immediately think, "I've got to have that one." Then you take it out to fly, only to discover

(see From the Editor next page)



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

## Did You Know ?

Ever notice how every aircraft carrier's island sits on the starboard (right) side of the ship? It's not by chance or tradition—it's the result of physics, propellers, and lessons learned the hard way a century ago.

Aircraft carriers are some of the most complex warships ever built, yet nearly every one shares the same design choice: the island, that tall command structure rising above the flight deck, is almost always on the starboard side.

When the Royal Navy launched HMS Argus in 1918, it became the



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

(From the Editor continued)

it handles nothing like the ad promised.

One thing I've learned is that YouTube can be an invaluable resource. For almost any plane, you can usually find reviews, unboxing and assembly videos, and real flight footage. I recently acquired a HobbyKing Navy Cub, and the instructions were terrible. You would think they could hire someone to translate them into clear English. Even though the plane was made more than ten years ago and has since been discontinued, I still found several helpful videos that guided me through the assembly. In the end, it flew beautifully.

This weekend, Clow will host the cavalcade of Planes, followed by our Open House next weekend. I hope you'll join us for both events. Be sure to bring your family and friends so they can experience what R/C aviation is all about.

Happy Flying! Stay Safe! Hope to see you all at the field!

Ed Miller

Editor -In-Chief



(Did You Know continued)

world's first true air aircraft carrier with a full-length flight deck. To avoid turbulence, designers built it without any island at all, creating a smooth, uninterrupted surface for aircraft operations. The idea looked promising in theory but quickly failed in practice. Without a bridge or flight-control tower, the ship was difficult to command, and deck operations became disorganized and dangerous.

To fix this, the crew erected temporary wooden platforms for navigation and signaling. It soon became clear that some form of raised command post was essential. But where to place it was another question entirely.

By the 1920's, both British and American engineers noticed a critical pattern. Every aircraft of the era was propeller-driven, and when those engines spun up for takeoff or a missed landing, the planes naturally veered to port (left). This was caused by a combination of four aerodynamic forces: torque reaction, spiraling slipstream, P-Factor, and gyroscopic precession. Together, these effects made early aircraft swing toward port when under full power.

To keep pilots safe, designers placed the island on the opposite side. A starboard-side island meant that as a plane aborted its landing and drifted left, it would avoid colliding with the structure. The layout also gave flight-deck crews and commanding officers a clear line of sight along the deck and out toward approaching aircraft.

The Japanese Navy briefly tested the alternative, their islands were on the port side. That setup caused confusion and training difficulties. Japan never repeated the experiment. From then on, the starboard island became the global standard.

When jet aircraft replaced propeller planes after World War II, the aerodynamic reason for the starboard island disappeared. But by then, naval design and procedures were already built around it. Moving the island would have meant rethinking decades of established operations.

What started as a small decision to keep pilots safe has shaped every carrier deck since, proving that even the most powerful ships in the world still answer to the laws of aerodynamics.

## Woodland Aero Modelers

### *Radio Controlled Flying Club*

#### Club Officers

|                      |                        |                                                                     |              |
|----------------------|------------------------|---------------------------------------------------------------------|--------------|
| President/membership | Tim Mercier            |                                                                     |              |
| Vice-President       | Craig McKenzie         |                                                                     |              |
| Executive Director   | Gary Watson            |                                                                     |              |
| Secretary            | Ed Miller              | <u><a href="mailto:secwam279@gmail.com">secwam279@gmail.com</a></u> | 630-745-1102 |
| Treasurer            | John Baderman          |                                                                     |              |
| Safety Officer       | Scott Emmerling        |                                                                     |              |
| Chief Instructor     | Craig McKenzie         |                                                                     |              |
| Instructors          | John Baderman          |                                                                     |              |
|                      | Ed Miller              |                                                                     |              |
|                      | <u>Ludwig De Mesa</u>  |                                                                     |              |
| <i>Control Line</i>  | <u>Mark Romanowitz</u> |                                                                     |              |
| <i>Helicopter.</i>   | <u>Steve Zielinski</u> |                                                                     |              |

## Calendar

#### June 2026

2nd Monthly Club meeting at the VFW; starting at 7:00 pm.  
 6th and 7th Clow Cavalcade of Planes  
 13th WAM Open House 11am-3pm at our flying field 14th rain date  
 18th Fly, Beer and Burger evening  
 20th SAC Float fly 8am -12pm

#### 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.

## Minutes from the June 2nd Meeting

### **Meeting Called to Order:**

- 7:00 pm by Tim Mercier

### **Secretary's Report:**

- Report was read and approved.

### **Treasurer's Report:**

- Report was read and approved. Finances are looking very good.

### **Executive Director**

- Marty Jandura, Chief Dupage Forest Preserve Ranger, will attend our July 7th meeting.

### **Chief Instructor**

- The weather is improving. If anyone needs help let us know. AMA has just come out with a online training program, [AMAflightschool.org](http://AMAflightschool.org). Has good potential.

### **Safety Director:**

- John Horwath has passed away, Scott Emmerling will take over his position.

(Minutes continued on the next page)



(Minutes continued)

**New Business:**

- Sign up for the Cavalcade. John will send out emails this week with appropriate information and additional signup opportunities. It is our biggest event as far as recruiting. Bring a chair, wear Club apparel, there will be water. No food, but lots of food vendors to choose from. Enter only through the hanger front door. You don't have to spend all day there, go see the planes, walk around etc. Need help with running the simulator. Flyers were printed up by Steve Zielinski. Hand them out, great advertisement for our Open House.
- John Baderman participated in a webinar "How to Grow Your Club". He will share this information at a later date.
- Open House will be coordinated by Dave Ford and Gary Watson.
- Maintenance Day was a success. We discussed enlarging the storage box under the windsock.
- Stan Warden brought in some "antique" tools for free.

**Old Business:**

- Don't forget about WAM wear. Visit [rc-kits.com](http://rc-kits.com)
- We discussed insurance for our lawn mower trailer.

**Announcements:**

- Thursday night fly/ beer and burger on the 21st starting around 4pm at the field on June 18th.

**-Model Building and Tips:**

- None

**-New Members**

- None

**-Planes for Points:**

- Jay Ostrowski brought in a Hawker Typhoon, a British Single Seat WWII fighter bomber.
- Scott Emmerling showed off his T-Rex 60 helicopter
- Craig McKenzie brought in his helicopter collection, Blade 500, OMP-M2 and a TB60 Align Trex
- Tom Todro showed off his Flying Bell 200 RC Helicopter.

**Meeting Adjourned:**

- 8:05 pm

**The Last Flight**

Joe Dunovsky has passed away. Joe was a Club member for many years. He was one of the kindest and easy-going people I have every met. Joe was always there to help. At events like Clow and Open House he would look at what was needed and just got on with it, never looking for recognition, but there to help and be part of the Club. In later years, once he had stopped flying, he took over grass cutting and did this for many years.

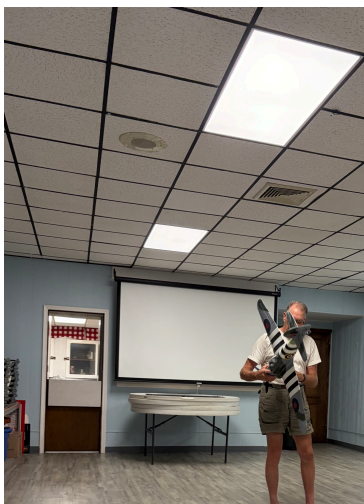
Funeral services have been held.

**Photos**

Dave Ford with his SE.5a



Tom Todro and his Flying Bell 200



Jay Ostrowski and His Hawker Typhoon

Craig Mckenzie with his TB60 Align Trex



# The Annual CAVALCADE of Planes

At Bolingbrook's Clow International Airport  
Sponsored by the Village of Bolingbrook

## June 6th & 7th 2026

Event Activities from 10:00 AM to 4:00 PM

### Featuring:

- ALL tickets online only **ALL TICKETS WILL BE SCANNED IN**  
\*No Tickets at the Door\*
- Various New Planes on Display
- Warbirds on Display
- Ford Tri-Motor Display and RIDES!
- Illinois Aviation Museum
- EAA mock space capsule on display
- RIDES AVAILABLE: Helicopter, Stearman, and WWII - AT6, Ford Tri-Motor (check website for tickets "best" or on site)
- JW Aviation Airplane Rides  
*Purchase on site*
- Outside Vendors & Local Organization Entrance Tent
- Food/Refreshments & Cavalcade Canteen Beer Garden
- **AIRFORCE "OWN THE SKY" VIRTUAL AIRBORNE EXPERIENCE TRAILER**
- Tickets \$6, Under 5 \$0 Ticket; Both need tickets to enter

### SPONSORSHIPS AVAILABLE

VISIT [www.cavalcadeofplanes.com](http://www.cavalcadeofplanes.com)  
OR OUR FACEBOOK PAGE:  
[www.facebook.com/cavalcadeofplanes](https://www.facebook.com/cavalcadeofplanes)  
FOR UPDATES ON EVENT ACTIVITIES  
and to PURCHASE TICKETS.



Purchase Tickets



For more information or sponsorship opportunities, contact Joe DePaulo at:

(630) 378.0479

[www.cavalcadeofplanes.com](http://www.cavalcadeofplanes.com) • [www.bbclowairport.com](http://www.bbclowairport.com) • [www.illinoisaviationmuseum.org](http://www.illinoisaviationmuseum.org)

Subject to vendor participation. In the event of inclement weather, it is the discretion of Bolingbrook's Clow International Airport Management to continue any event.

Clow International Parkway (just south of Boughton Rd.) • Bolingbrook, IL



Event Map



Event Website