



# WINDY FLYER



## From the Editor

By Ed Miller

### **Spring Break Buddy-Box Lesson: Anchor the Airplane Before You Arm it.**

Spring break usually means chasing warmer weather. This year, my wife and I pointed the car toward Sarasota, Florida—with our bikes on the rack and my trusty Timber Evolution in the back— so I could spend time with my brother and (of course) sneak in a little RC flying.

He's a golf fanatic (I'm not), but he also knows I'm happiest when something is in the air. We struck a deal: I'd play a couple rounds with him if he'd let me give him an intro lesson on the buddy box.

Sarasota has a great flying Club and field, but my brother suggested a nearby soccer

(see From the Editor next page)



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

## Did You Know ?

Flight Wisdom from the Flight Operations notice board in 1963. Nothing has changed!

A few pointers from airmen on how to enjoy  
safe flying!

1. Every take-off is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless, you keep pulling the stick all the way back, then they get bigger again.
3. Flying is not dangerous. Crashing is dangerous.
4. It is always better to be down here wishing you were up there, than to be up there wishing you were down here.

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

(From the Editor continued)

complex with lots of open space. (Yes, we were careful about people and property—wide open area, no activity nearby.) Bonus: it was close to the the Orioles' spring training facility, which was also on his must-do list.

I brought a buddy box and a spare transmitter, and we did the quick ground school: what the ailerons, elevator, and rudder do, and what to expect when the model starts moving. Then I set the Timber on the ground, bound everything up, confirmed surfaces, and handed my brother a transmitter to hold while I finished getting situated—along with one very clear instruction: “Don't touch anything.”

My brother has never been great at following directions. Almost immediately I heard, “Hey—what does this switch do?” He'd bumped the throttle cut, and the airplane lurched forward—right into my leg. A quick trip to the ER later, I walked out with five stitches and a bruised ego. His helpful review: “It was only five stitches...why are you so mad?”

The good news: once we reset and did things the right way, he actually flew pretty well on the buddy box. The better news: I got a crystal-clear reminder that “armed on the ground” is not a casual state—especially when you're teaching and juggling two radios.

### **Learn from my mistake !**

\* Use a starting stand, or have a helper firmly hold the model.

\* When instructing, brief the student on exactly which switches they may touch!

(*Did You Know* continued)

5. The only time you have too much fuel is when the aircraft is on fire.
6. The propeller is just like a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold your altitude. No one has ever collided with the sky.
8. A “good” landing is one from which you can walk away. A “great” landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You will not live long enough to make all of them yourself.
10. You know you have landed with the undercarriage up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
- 12 Never let an aircraft take you somewhere your brain did not get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another aircraft going in the opposite direction. Reliable sources also report that mountains have been known to hide out in the clouds.
14. Always try to keep the number of landings you make equal to the number of take-offs you have made.
15. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck

When my wife is sick in bed and asks for plane toast...



## Woodland Aero Modelers

### *Radio Controlled Flying Club*

#### Club Officers

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

## Calendar

#### April 2026

7th Monthly Club meeting at the VFW; starting at 7:00pm .

16th Our first Thursday Fly, Beer & Burger Evening Fly, starting at 4pm. or sooner. Beer and burgers at Chuck's around 6- 6:30pm

25th SAC Float Fly 8am till noon

#### May 2026

5th Monthly Club meeting at the VFW; starting at 7:00 pm.

21st Thursday Fly, Beer & Burger Evening Fly, starting at 4pm or sooner. Beet and burgers at Chuck's around 6-6:30

30th SAC Float Fly 8am till noon

## Minutes from the April 7th Meeting

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

- 7:00 pm by Vice-President Craig McKenzie

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

- Report was read and approved.

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

- We are having an issue with our CD account. John Baderman is looking into moving our finances to another bank. We finished up the process for re-instating our not-for-profit status.

### **Executive Director**

- Gary Watson stated he has applied for our Open House permit. He has talked to Marty Jandura about replacing our gate signs.

### **Chief Instructor**

- The weather hasn't been favorable to do any instructing. Go over your planes before that first spring flight, connections, servos, engines, radios, etc

### **Safety Director:**

- Not present

(Minutes continued on the next page)

(Minutes continued)

**New Business:**

- John Baderman stated our website is currently down. Not our fault, it's a GoDaddy issue which they are trying to correct.
- The lawnmower has been taken to the John Deere dealer for service. The field will be cut when the lawnmower is ready.
- John needs help with Saturday June 6th with Clow as he will not be available. Stan Warden has volunteered. We need more help and will firm up as we get closer to June 6th.
- Dave Ford suggested we look into having a solar charging station at the field. Problem would be where to safely store it so that vandals couldn't get to it.

**Old Business:**

- Bill Brzostowski stated he had lunch with Ed Niccum and Don Meyer.
- Don't forget about WAM wear. Visit [re-kits.com](http://re-kits.com)

**Announcements:**

- First Thursday night fly/ beer and burger on the 16th starting around 4pm at the field
- Jay Ostrowski will be treating our field with weed killer and fertilizer.

**Model Building and Tips:**

- Dave Ford suggested using spackle for minor dents. Since it doesn't sand well, he applies some CA glue, lets it dry and then sands it.

**Planes for Points:**

- None

**Meeting Adjourned:**

- 7:47 pm

Our New Field Sign

