



WINDY FLYER



From the Editor

By Ed Miller

Our Points Night meeting will be held in November. Throughout the year, members earn points by participating in various Club activities, including attending meetings, staffing the Club station at the Cavalcade of Planes at Clow, helping with the Open House, field maintenance, setup and take down at our Club picnic, writing newsletter articles, assisting with training, and serving as a Club officer.

At the meeting, various airplanes and accessories will be auctioned, and members can bid on them using their points.

The points program recognizes members who actively support Club functions. It is often said that 10 percent of an organizations members do 90 (see From the Editor next page)



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

Did You Know ?

Why do pilots say "Whiskey Tango Foxtrot" and what it really means.

While most people have never heard of the NATO phonetic alphabet, they have likely encountered it in use, at least in movies and television. If you can recall a scene where a pilot says something like "Alpha," "Bravo," and "Charlie" over the radio, then you've heard the NATO phonetic alphabet at work. It is a system designed to ensure letters are clearly understood, even over crackly or noisy connections. It's been around since the 1950's, but its roots go back even further. Here's a look at some interesting and cool facts about it!

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

(From the Editor continued)

percent of the work. Fortunately, we have had strong participation at the Cavalcade and in field maintenance, which is greatly appreciated.

In December, we will accept nominations for Club officers. Although we often retain the current leadership, several officers have served for years and currently hold multiple positions. These roles are not especially difficult or time-consuming and are manageable with basic time management.

We also need more instructors, especially someone available during weekday daylight hours. You do not need to be an exceptional pilot to instruct. The goal is to introduce a newcomer to the hobby, build their enthusiasm, and help them reach their first solo flight; their progress after that is up to them. The Club provides an instructor's manual, a trainer airplane, and a buddy box, making the training process straightforward. Teaching a new pilot and having them solo can be one of the most rewarding things you can do. The joy in their eyes after a successful solo flight is priceless.

Happy Flying! Stay Safe

Ed Miller

Chief Editor and Club Secretary



Fun through Model Aviation

(*Did You Know* continued)

Simply put, a spelling alphabet helps clarify letters and numbers in messages, since many of them sound alike—like B and P, or M and N.

This is especially useful when static or interference affects radio or phone communication. For example, “DH98” would be said as “Delta-Hotel_Niner-Ait” to avoid confusion.

Here’s the complete current NATO phonetic alphabet: Alfa, Bravo, Charlie, Delta, Echo, Foxtrot, Golf, Hotel, India, Juliett, Kilo, Lima, Mike, November, Oscar, Papa, Quebec, Romeo, Sierra, Tango, Uniform, Victor, Whiskey, X-ray, Yankee, and Zulu.

Each word starts with the letter that it represents, and the words were selected to be easily understood by speakers of many languages.

To be included in the NATO phonetic alphabet, a word had to be a “live”, or commonly used word in English, French, and Spanish—the three working languages of the Civil Aviation Organization, which developed the system before NATO adopted it.

This rule helped ensure that the words were easily recognized and understood across different cultures and languages, improving international communication and reducing confusion.

Another criterion for inclusion in the NATO phonetic alphabet was that word had to be clearly transmissible over the radio and easy to understand. This helped minimize confusion caused by static, poor signals, or accents, making communication in aviation safer and more reliable.

Each word in the NATO phonetic alphabet had to begin with the letter it represented and be easily recognizable across several major languages, including English, French, and Spanish.

Words had to be free of any offensive or inappropriate meanings in any of the major languages.

This helped ensure that the words could be used safely and respectfully across different cultures and regions without causing misunderstandings or offense.

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
	Scott Emmerling
<i>Control Line</i>	Mark Romanowitz
<i>Helicopter.</i>	Steve Zielinski

Calendar

October 2026

6th Monthly Club meeting at the VFW; starting at 7pm

10th SAC Club Float Fly

16th Fly, Beer & Burger evening weather permitting

November 2026

3rd Monthly Club meeting at the VFW; starting at 7pm. This is the Points Night Event. All those that participated in our activities and were rewarded with points can bid on tons of goodies that the Club has acquired.

26th Thanksgiving

Minutes from the October 6th Meeting

Meeting Called to Order:

- 7:00 pm by Tim Mercier

Secretary's Report:

- Was read and approved.

Treasurer's Report: John Baderman submitted our budget for the next fiscal year. No changes were submitted by the membership. Final approval will be done by the Executive Committee.

Executive Director:

- Gary Watson has spoken to Chief Forest Preserve Ranger, Marty Jandura. He asked Gary to put together a list of all things we would like to improve at our field. He also asked for a history of our Club and field and why the current signs says "Restricted to members of Woodland Aero Modelers only". Marty also was very interested in taking some of his employees for an introductory flight. He will give us some dates to coordinate with our instructors.



Nick Rinaldi, Chief Instructor Craig McKenzie and Ed Miller

Chief Instructor:

- Nick Rinaldi has achieved Solo status. Scott Emmerling and Ludwig De Mesa have been added to our instructor team.

Safety Director:

- Not present

Announcements:

- John Baderman stated he would like to resign from cutting our field grass and that we also need a winter home for our lawn mower. Options are for the Forest Preserve to allow us to install an on sight shed, John has found a storage company that only charges \$66 per month or, at a member's house. No one has volunteered to store the mower so far or to mow the field grass. Perhaps a rotating schedule would work.
- Nominations and elections for Club Officers will be presented and voted on at our December meeting. President (Tim Mercier is stepping down), Treasurer and Secretary are the open positions. Someone can nominate you or you can nominate yourself. Vice-President, Safety Director, and Executive Director are chosen by our Executive committee.
- The website for our WAM wear is down. The owners are moving from Michigan to Missouri. They are changing internet vendors and will have a new website. Ed Miller will notify members when the new site is available.

Old Business:

- Tim Mercier explained how our Points Night system works. Craig is sending out the Points Night spread sheet. If you are missing points then contact Craig at squid683@comcast.net. Even if you only have a few points, we do have a raffle, so you do have as much a chance as anyone to win a prize.

Planes for Points:

- Stan Warden brought in a Hobbyking Cherokee V2 Power Glider. He hasn't flown it yet but looks forward to the maiden flight. It cost \$179. It runs on a 3 cell battery.
- Rich Tichy showed us his Champ designed in 1956. Rich likes nitro planes. Originally a free flight airplane. A typical radio with a battery weighed about 3 pounds in the '50s.
- Steve Zielinski demonstrated his T-Rex 450 and also a smaller version of the T-Rex. He loves the way they fly.
- Tim Mercier brought in a small drone from Creative DIY Aircraft. He put it together, no glue needed, and flew it from his couch while recovering from bronchitis.

(See photos next page)



Stan Warden with his Cherokee



Rich Tichy and the Champ



Steve Zielinski and his T-Rex heli



Tim Mercier setting up his drone.

Model Building and Tips:

-None

New Members:

-Phil Rinaldi

Meeting Adjourned:

- 8:12 pm

Photos

The Halloween Collection



Witch's Travel

Perfect for that wife with
her multi engine rating



From RC Roundtable

Every Club member should read this!

“Today our club lost a fine man, Ron Nowak. He was a past club president and a true modeler. He had a passion for this hobby and he loved flying at our club field. He will be dearly missed.

Sadly, his death happened at our flying site. His model airplane crashed into dense woods north of our field. He, along with two other members, went out to search for it. They split up but kept in constant vocal communications. Eventually, the two other members located the crashed airplane. When they announced they were heading back to the pits, Ron responded he was on his way but did not exit the wooded area.

Other club members at the at the field QUICKLY went back into the woods to look for him. Police were immediately called and a search team was out until 2am looking for him last night. This morning, several more agencies came out to help in the search and eventually found his body (via) drone in an area much further north than anyone was looking. We are not sure if he got lost, suffered heat stroke, got disoriented, or had a heart attack. However, he clearly walked AWAY from the flying site instead of toward it.

What went wrong? Who is to blame? Why take a risk on a model airplane? Why did it take so long? What could we have done? All these questions run through your mind while you sit with the family, search teams, and your fellow club members hoping/praying Ron would be found alive.

I'd like to pass on a few thoughts I hope you consider during your next flying day:

- No model recovery is worth your life.
- Never go out alone looking for your missing aircraft.
- Have a proper recovery plan with the necessary tools.
- Carry a smartphone with you.
- Tell people where you are going. Communicate!
- Stay hydrated. Wear sunscreen.
- If you are older than 50, don't pretend you're 20-30.
- If you are older than 70, don't take the risks-period.
- Heat stroke is a serious threat when temps are over 90 degrees.

We all knew Ron had been in and out of that wooded area many times before-it wasn't new to him. However, his age (74), health, and the high temps (over 95) were major factors in this horrible incident. In the end, he probably should have stayed in the pits.”